Friday
18th February, 1949

THE CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART I—QUESTIONS AND ANSWERS)

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CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART I— QUESTIONS AND ANSWERS)

Friday, 18th February, 1949.

The Assembly met in the Assembly Chamber of the Council House at a Quarter to Eleven of the Clock, Mr. Speaker (The Honourable Mr. G. V. Mavalankar) in the Chair.

STARRED QUESTIONS AND ANSWERS

(*a*) ORAL ANSWERS

DEVELOPMENT OF SANTA CRUZ AIRPORT

*479. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Communications be pleased to state whether any decision has been taken by Government to develop the Santa Cruz Airport as the main airport of India?

(b) If so, what are the special features of the scheme and what is the total cost estimated? When is the work likely to be started and when will it be completed?

(c) Will the proposed airport provide a weather forecast station for all India on the same line as Karachi aerodrome?

Shri Khurshed Lal (Deputy Minister for Communications): (a) The Government of India propose to develop Santa Cruz as one of the International airports in India.

(b) The development plans of the airport envisage *inter alia* the construction of terminal buildings, a Regional Meteorological office, hangars, workshops, residential quarters, Communication buildings, an Isolation Hospital and the extension and strengthening of runways. The work has already been started and is expected to be completed within a period of five years. It is estimated that the cost of the project will be approximately rupees four crores.

(c) A weather forecasting station of the same type as exists at Karachi is already functioning at Santa Cruz.

Shri R. K. Sidhva: May I know, Sir, whether the original estimates were seven crores, whether a conference of Air Liner representatives met at Bombay and expressed the view that since Bombay would be the first port of contact for foreigners with India, the buildings which would be constructed there should be sufficiently attractive and decorative and may I know whether that point has been borne in mind or whether the reduction from seven to four crores will remove that facility?

Shri Khurshed Lal: The revised estimates will provide all the necessary facilities and the necessary architectural beauty.

FORCED LANDING OF AN AEROPLANE AT AMBALA

*480. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Communications be pleased to refer to the answer to my short notice question asked on the 4th September, 1948 regarding the forced landing of an aeroplane at Ambala and state what is the result of the enquiry?

(b) What was the time when the plane took off from Delhi aerodrome and what was the time when the wireless message was sent from the plane, that the plane would have to do forced landing due to shortage of fuel?

(c) What was the actual time of the forced landing?

(d) What is the capacity of all the tanks in the plane including the reserve tanks?

Shri Khurshed Lal (Deputy Minister for Communications): (a) The enquiry has shown that the aircraft made a forced landing due to shortage of fuel. The Ground Engineer, who had been made responsible for refuelling the aircraft, was found negligent in the discharge of his duties and his licence has been suspended for a period of six months.

(b) The plane took off from Delhi aerodrome at 15-10 hours I.S.T. approximately. On detection of shortage of fuel, a radio message was sent from the plane at 15-48 hours I.S.T.

(c) 16-20 hours I.S.T.

(d) 670 gallons.

Shri B. K. Sidhva: Who was responsible, I could not follow?

Shri Khurshed Lal: The Ground Engineer.

Shri B. K. Sidhva: This being a very serious matter, have the Government taken steps to see that in the future tanks will be filled up and proper supervision will be made before a plane is allowed to start?

Shri Khurshed Lal: There are rules which provide for proper supervision. In this case, there was gross negligence and steps were taken to punish the offender.

Shri B. K. Sidhva: In view of the seriousness of what has happened, do the Government feel that six months suspension is sufficient punishment?

Mr. Speaker: That is a matter of opinion.

Shri B. K. Sidhva: May I know whether the Government consider this matter to be serious, being a matter involving a question of life?

Mr. Speaker: It is also a question of opinion.

Mr. Frank Anthony: In view of the fact that some air lines are closing down, are running at a loss and are retrenching staff, what steps are Government taking to ensure that the rules with regard to highest standards of maintenance are, in fact, being observed?

Shri Khurshed Lal: The rules are being observed. There are officers to see that all possible precautions are taken and the rules enforced. There has been no complaint so far.

Shri H. V. Kamath: May I know, Sir, whether there were any casualties, dead or injured, in this accident?

Shri Khurshed Lal: No.

Shri H. V. Kamath: Not even injured?

Shri Khurshed Lal: No.

MANUFACTURE OF POWER ALCOHOL FROM MOLASSES AND SYNTHETIC PETROL FROM COAL.

*461. **Shri B. K. Sidhva:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether, as stated in the last session, Government have convened a conference of experts for the manufacture of petroleum from power alcohol and coal?

(b) Has any expert been invited from any foreign country and if so, with what result?

(c) What is the quantity of molasses produced in India?

(d) Is this quantity sufficient to meet the total requirements of alcohol in India?

(e) What is the total production capacity of distilleries in India?

The Honourable Dr. Syama Prasad Mookerjee: (a) The honourable member presumably refers to the manufacture of power alcohol from molasses and synthetic petrol from coal. No conference of experts for the purpoee has been convened. Meetings were, however, held with (i) the representativea of some of the Provincial Governments and oil companies with regard to the question of admixture of power alcohol with petrol and (ii) some foreign techniciana, who were invited to examine the possibilities of the manufacture of synthetic oil from coal.

(b) No experts have been invited from any foreign country for advising on the question of power alcohol. Some experts were, however, invited from the U.S.A. and Germany to advise on the scheme for the production of synthetic petrol.

(c) The quantity of molasses produced in India is estimated at four lakhs tons per annum.

(d) It is sufficient for the existing capacity of the distilleries.

(e) About eighteen million gallons annually.

Shri R. K. Sidhva: Is it a fact that the Government have taken steps to step up sugar plantation by 1·6 million tons so as to get the additional 1·50 tons, so as to make it self sufficient? Is it a fact?

The Honourable Dr. Syama Prasad Mookerjee: The honourable member is himself supplying all the information.

Shri R. K. Sidhva: I want to know from the Government whether the information I have got is a fact or not. You may say yes or no.

The Honourable Dr. Syama Prasad Mookerjee: The production target of sugar has been raised to 16 lakhs tons and this is expected to increase the quantity of molasses to 4,50,000 tons per annum.

Shri B. Das: May I know at what stage the project for the manufacture of petrol from coal is, and whether the Honourable Minister is going to start a factory during the year 1949-50?

The Honourable Dr. Syama Prasad Mookerjee: We have got a preliminary report and we have called for certain detailed information. The House will remember, Sir, that at one stage we thought of having a report for the production of one million tons of petrol. We have now asked for a detailed report on a more modest basis for the production of 100,000 tons of which 76,000 tons will be aviation oil and the rest will be petrol. It is expected that the report will be in our hands by the end of March 1949.

Dr. P. S. Deshmukh: Is the Honourable Minister aware that the policy of prohibition in the Bombay presidency is obstructing the manufacture of power alcohol?

Mr. Speaker: I am not allowing that question.

Dr. P. S. Deshmukh: I am seeking information, Sir?

Mr. Speaker: He is not seeking information.

Shri R. K. Sidhva: Arising out of part (b), the Honourable Minister stated that no foreign experts were invited from foreign countries, but some advice has been taken from foreigners. May I know whether any advice was taken from any foreigner from the U.S.A. in India?

The Honourable Dr. Syama Prasad Mookerjee: I have no information as to who were the foreigners who gave advice on power alcohol. I do not think we invited anybody for this purpose.

Shri R. K. Sidhva: You have stated that advice has been taken from U.S.A. experts.

The Honourable Dr. Syama Prasad Mookerjee: The honourable member has made a confusion. I said foreign experts came here to advise us on the production of synthetic petrol from coal and not on the question of power alcohol.

Shri B. P. Jhunjhunwala: What is the total quantity of alcohol produced in India? When is the target going to be realised? Has the Government got any scheme regarding the time by which the target production of alcohol is going to be realised?

The Honourable Dr. Syama Prasad Mookerjee: We are producing about 8·45 million gallons of alcohol of which about four million gallons will be power alcohol. We expect to reach the target by 1951.

Shri Mohan Lal Gautam: What is the policy of the Government of India regarding the manufacture of power alcohol, whether to concentrate it in some factories or to start factories in each of the sugar factories?

The Honourable Dr. Syama Prasad Mookerjee: We would naturally like them to be associated as near the sugar factories as possible. We have to bear in mind the question of transport also.

Shri H. V. Kamath: Is there any reason to fear that our present share of the world's total production of petrol will be decreased in the near future?

The Honourable Dr. Syama Prasad Mookerjee: I have no information.

REPAIR OF RAILWAY ENGINES

*482. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Railways be pleased to refer to the answer given to my Starred question No. 104, asked on the 11th August, 1948 regarding the number of railway engines handed over to Pakistan and state how many of the 1,476 engines which could be repaired have actually been repaired and when the rest are likely to be repaired?

(b) What is the position of the 1,476 unserviceable engines and the 249 condemned engines?

(c) Are they to be disposed of and if so, by what process?

The Honourable Shri N. Gopalaswami Ayyangar: (a) and (b). Out of the total number of engines on the railways a certain percentage is always under or awaiting repairs. The figure of 1,476 engines which was quoted in reply to starred question No. 104 on the 11th of August 1948, represented this number as on 31st March, 1948. The average number of such engines during October, 1948 was 1,500.

A normal figure for engines under repair would be about 1,100 of all gauges. Special measures are under consideration to reduce the present inflated figures to normal proportions and these should take effect within twelve months.

Of the 249 condemned engines 8 have been cut up and the balance have yet to be cut up.

(c) Condemned engines are normally cut up in Railway Workshops. Such locomotives are also offered for sale to private firms or Non-Government Railways on request from them. The sale price is based upon a fixed formula.

Shri R. K. Sidhva: May I know whether quotations were invited or were tenders invited for these scrap engines?

The Honourable Shri N. Gopalaswami Ayyangar: I am afraid I have no definite information about it. But the sale price is based upon a fixed formula, very much algebric in character. If the honourable member would like me to read that formula I can?

Mr. Frank Anthony: Has Government's attention been drawn to a statement in a weekly recently, that 300 engines are lying unused, because after they were imported from America it was discovered that they were useless for use on Indian tracks?

The Honourable Shri N. Gopalaswami Ayyangar: I think it was mentioned in a newspaper.

Mr. Frank Anthony: Is it a fact?

The Honourable Shri N. Gopalaswami Ayyangar: Usually we do not attach much value to statements in that paper!

Shri Mahavir Tyagi: Were the engines, which the Honourable Minister just now said stood condemned, condemned because they had gone out of order, or were they condemned because they have spent up the life which has been prescribed for an engine to work?

The Honourable Shri N. Gopalaswami Ayyangar: Condemned generally means that they are unfit for further use: not necessarily that they have spent their life out!

Shri S. Nagappa: Arising out of the answer to part (c), may I ask the Honourable Minister whether there is any scheme to remould these condemned engines?

The Honourable Shri N. Gopalaswami Ayyangar: I do not think that when an engine is cut up it can be remoulded!

Seth Govind Das: Are the engines, to which my honourable friend, Mr. Anthony referred, being used or is it only a newspaper canard that they have been proved to be useless?

Mr. Speaker: Order, order. The question does not arise in view of the answer given.

Shri Biswanath Das: I want to know whether the facts stated by Mr. Anthony regarding the newspaper report are correct, namely, whether the fact that the engines are lying useless is true?

Ruling re Putting of Questions on Newspaper Reports

Mr. Speaker: Order, order. I would like to clarify one point here to honourable members. It has been a frequent practice here in this House—a long standing one—to put questions merely on newspaper reports. I would like to make it clear to them that this is not the practice which is followed in the House of Commons, and for a very good reason. It is the responsibility of members first to ascertain the facts—the facts can be ascertained by writing to the newspaper editor, to the newspaper that publishes it, or to the Ministry concerned by private communication—and then to table a question. I am going to follow the policy of discouraging all questions based on merely newspaper reports. Therefore, honourable members may remember that and put further questions accordingly.

In this particular case, the Honourable Minister has said that they do not attach much value, not only to newspaper reports generally, but to this particular paper in which the news was published. So no further questions should be based on that.

I cannot explain the whole position just now. I have just given members a hint as to the lines on which this House should now proceed. As this House claims to be a sovereign body, with greater responsibilities, there must be a little change over now, with the assumption of those responsibilities and the putting of questions on mere newspaper reports.

Prof. N. G. Ranga: May I suggest that every day one new ruling is being given by you in regard to this procedure and then thereafter we are not given

an opportunity of discussing whether we agree with it or whether it is right or wrong. Therefore, it would be a good thing to give this House an opportunity of discussing this matter at some length.

Mr. Speaker: I do not think there is any point of order there.

Prof. N. G. Ranga: I did not raise any point of order.

Mr. Speaker: But the rulings of the Chair will not be open to further discussion once they are given. I am pointing out to members what is passing in my mind and what I think is essential in the interests of the better conduct of the proceedings in this House. If any member chooses to differ, he has every right to come to me in my Chamber, have a discussion, try to understand my mind fully, either convince me or get convinced and if he is not convinced, and if I am also not convinced, I need not say that my view will prevail so long as I am here.

Shri Mahavir Tyagi: In regard to these condemned engines, may I know if they are sent to the lumber only because they have finished their span of life, and that before sending them away as condemned was a report submitted by the Mechanical Engineer?

The Honourable Shri N. Gopalaswami Ayyangar: I think it is a rule that before an engine is condemned the orders of the Railway Board are taken.

Shri Mahavir Tyagi: Is it inspected by the mechanichl engineer and certified by him to be condemned?

The Honourable Shri N. Gopalaswami Ayyangar: The Railway Board can pass orders only upon a technical officer's report.

Shri R. K. Sidhva: My question was with regard to the 1,476 engines and I wanted to know how many were required from the last time that the Honourable Minister gave a reply that 1,476 engines were under repairs and how many were on the lines today out of this number?

The Honourable Shri N. Gopalaswami Ayyangar: I have a detailed statement here. It is not confined to the 1,476 engines alone. If the honourable member is interested in it I can pass the information on to him.

SMUGGLING OF GOODS BY RAILWAY OFFICIALS

*483. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Railways be pleased to state whether it is a fact that the attention of Government has been drawn from time to time by the Government of the United Provinces of the smuggling of goods by Railway officials?

(b) Has the attention of Government been drawn to a news which appeared in the *National Herald*, dated 6th January, 1948, stating that the Divisional Railway authorities refused to co-operate with the District Magistrate of Debra Dun in his drive against corruption?

(c) Is it a fact that specific instances of pilferage and other acts of corruption have been given by public persons and if so, have any steps been taken to check them?

The Honourable Shri K. Santhanam: (a) It is not a fact that the attention of Government had been drawn from time to time or at any time by the Government of U. P. alleging smuggling of goods by railway officials.

(b) Government are informed that there was no issue of the *National Herald* on the 6th January 1948.

(c) Yes, and each specific instance brought to notice has been made the subject of investigation and appropriate action taken where merited.

Shri R. K. Sidhva: May I know whether it is a fact that in the *National Herald* of Debra Dun, of January 5th, the following information appeared:

"Local and Divisional authorities....."

Mr. Speaker: Order, order. The Honourable Minister has stated that there was no issue of the 6th. The honourable member is now referring to the issue of the 5th. It is better if he verifies it.

Shri R. K. Sidhva: The fact remains that the information conveyed is correct.

Mr. Speaker: Whatever it may be, he may verify the information and then put in a question.

Shri R. K. Sidhva: I made enquiries and I am told this appeared in the papers. Whether it is the 6th or the 5th I am not in a position to say.

Mr. Speaker: Has he verified from the editor of the paper or from the paper itself about the correctness of the information and the source of the information?

Shri R. K. Sidhva: I made enquiries from the parties concerned and they have written a letter to the effect that it is correct.

Mr. Speaker: What is the information that he wants?

Shri R. K. Sidhva: This news appeared in the paper and it has been verified. It reads:

"Local and Divisional authorities are reported to have refused to co-operate with the District Magistrate, Mr. B. D. Sanwal, in his drive against corruption. Three bags of salt belonging to the Doon Salt Syndicate, Dehra Dun were lying unrecorded in the railway goods office. The District Magistrate sent for relevant records of goods office, but the station master refused to comply with the instruction. The Divisional Superintendent of railways, Moradabad, too refused to take action on Mr. Sanwal's representation to stay the transfer of some members of the goods office staff who were wanted by the authorities in connection with some investigation into corruption."

May I know whether this is a fact?

The Honourable Shri K. Santhanam: As the member had asked a question about the paper of the 6th January, we looked up that issue and could get no information. We could not imagine that this information could be in the issue of the 5th January. So if he would put in a question about the issue of the 5th January, I could answer it.

Mr. Frank Anthony: Will the Honourable Minister tell us, approximately how much was paid as compensation by the railway administration in 1948-49 for goods pilfered, damaged or destroyed in transit?

Mr. Speaker: I am afraid such a general question will not arise out of this.

Mr. Frank Anthony: The Honourable Minister can at least answer regarding compensation paid in respect of cases of pilferage.

Mr. Speaker: The honourable member wants to know the amount?

Mr. Frank Anthony: The approximate amount: whether it is in crores or otherwise.

The Honourable Shri K. Santhanam: I require notice of that.

Shri M. Tirumala Rao: With regard to part (c) of the question, are Government aware that motor cars loaded in trucks and attached to passenger trains are seriously tampered with and important parts of the motor cars are removed by the time they arrive at their destination?

Mr. Speaker: This is giving information.

Shri M. Tirumala Rao: I want to know what action Government is taking in the matter?

Shri Deshbandhu Gupta: Sir, with regard to the direction that you have given that members should refer to the editors to find out the source of the information, may I submit that no editor will divulge the source of his information.

for it would be a breach of privilege of the Press. Members seeking information will be put in a very awkward position.

Mr. Speaker: We shall discuss that point later. I do not think there is that difficulty.

TECHNOLOGICAL INSTITUTES FOR AGRICULTURE

*484. **Shri Upendranath Barman:** (a) Will the Honourable Minister of Agriculture be pleased to state how many technological institutes for Agriculture there are in India, giving details so far as possible?

(b) What are the arrangements and facilities for soil survey existing in India, giving some details?

(c) To what extent are the agriculturists being benefited by them?

(d) Have Government planned production consistent with the suitability of soil for different crops?

(e) What attempts are Government making to prevent soil erosion (sheet or gully erosion) in different parts of India?

The Honourable Shri Jairamdas Doulatram: (a) It is presumed that the question relates to technological institutes connected with crops and soils. The Government has under its control two broad categories of Institutes of this kind. One kind deals with technological problems connected with such crops as cotton, jute, lac, sugar, fruit, tobacco etc. and the other deals with fundamental research in connection with forest and agricultural matters, including soil. Short notes giving details of these institutes are placed on the table of the House. Information on similar Institutes maintained by the Provinces is being collected and will be made available to the House later.

(b) A record of the activities of the Central and Provincial Governments in this direction is given below:—

(i) The Agriculture, Forest and Irrigation Departments in Madras Bombay, U. P., East Punjab and West Bengal have been carrying on soil surveys on a limited scale.

(ii) The Indian Agricultural Research Institute have a Soil Survey Section attached to it. It carries out soil surveys for special purposes and secures information for research work. It also imparts training in soil survey to personnel deputed by Provincial and State Governments.

(iii) The Indian Council of Agricultural Research has carried out a small-scale soil survey of India in order to collect all relevant data already available on Indian soils as a basis for planning an All-India Soil Survey.

(iv) A Central Committee of Pedology is proposed to be constituted shortly with a view to co-ordinating the soil survey work in India and collecting typical soil monoliths.

(c) Soil Survey work in India is still in its beginning. However, the surveys and mapping of soils already carried out have benefited the agriculturists in certain cases, as for example, sugarcane growers in the Deccan and in U.P. and Bihar. The Soil Survey in the Tungabbadra Project has established that contrary to current notions, black cotton soils can be irrigated with advantage by judicious application of water. The soil survey of the Kumaon Hills has also given information regarding the suitability of soil for establishing orchards. Government, however, feel that (to make the best use of the soil and to help the agriculturists) a detailed and systematic soil survey should be undertaken immediately and the co-operation of Provincial and State Governments will be secured to achieve it.

(d) Such planning, to be fruitful, will follow a proper soil survey in the various Provinces and States.

(e) In Bombay over seven lakh acres have been contourbunded in the scarcity areas.

In the East Punjab the Provincial Forest Department have carried out reclamation of lands affected by Chos (sand torrents) in the Siwalik foot-hills.

The Forest Department of the United Provinces have taken steps on the control of land slips in the Kumaon hills and reclamation of ravines by afforestation and controlled grazing. The Provincial Government have also started a pilot development project near Etawah which will deal with the technical aspects of erosion control and soil conservation.

In the Madras Province some earth embankment work has been done in the scarcity areas of the Ceded Districts and the Forest Department of the Province is tackling the problem of wind erosion in the coastal areas and along the Hagari River by afforestation. The Provincial Government are also attending to the prevention of erosion of steep slopes of the Nilgiris where potato cultivation has spread considerably.

The Government of West Bengal are conducting certain experiments on the technique of erosion control at Santiniketan. The remaining Provinces also now propose to take up the work of soil and water conservation.

The five Soil Conservation Officers attached to the Ministry of Agriculture have undertaken an extensive tour of the Provinces and have submitted a report on initiating soil conservation work in the Provinces. This is being circulated to the Provincial and State Governments and they are being informed that technical advice and guidance of the experts for carrying out their soil conservation schemes will be made available to them, whenever required.

STATEMENT

THE INDIAN INSTITUTE OF SUGAR TECHNOLOGY, KANPUR

The Indian Institute of Sugar Technology was established at Kanpur with effect from 1st October, 1936. In March, 1945 its control was transferred to the Indian Central Sugarcane Committee, a body constituted by a Resolution of the Governor General-in-Council and registered under the Registration of Societies Act, XXI of 1860.

2. The Institute undertakes research on:

(a) Problems of Sugar Technology in general, and those of the Sugar factories in India in particular;

(b) The utilisation of the by-products of the industry;

(c) Detailed testing of new varieties of cane under factory conditions; and

(d) General problems of Sugar Engineering and Chemistry.

The Institute also provides facilities for the training of students in all branches of Sugar Technology, and Sugar Engineering and arranges for refresher courses for men already employed in the Industry.

The Institute also keeps in touch with the latest developments in the industry abroad, and serves as a medium for giving effect to such of them as are applicable to Indian conditions.

THE COTTON TECHNOLOGICAL LABORATORY, MATUNGA, BOMBAY

This Laboratory is attached to the Indian Central Cotton Committee for research on cotton Technology. By fibre measurements of actual spinning trials, new varieties of cotton are tested here and valuable assistance is given to Cotton breeders about the strains of cotton fit for extensive field trials and for introduction into general cultivation. Another main line of work is the correlation of fibre properties with spinning performance and the working out a prediction formula for the Indian Cottons, showing the probable spinning behaviour of a cotton with particular fibre measurements. The effect of the season on the various varieties of standard Indian Cotton is also studied.

The Committee also advises Indian Mills in regard to the storage and handling of cotton by carrying out tests and giving technical information. The Committee's test results on the standard cottons are made available from time to time to the cotton trade both in India

and abroad. A number of tests have also been made on samples of improved varieties grown with different amounts of irrigation, different rotations of crops, different kinds of manures, etc., in order to study the effect of agronomical factors on the fibre properties and spinning performances on these cottons.

In 1937 the Laboratory was recognised by the Bombay and Ahmedabad Millowners' Association as their official testing house for the testing of cottons, yarns, piecegoods, textile auxiliaries, artificial silk yarns, etc. and for the issue of authoritative reports on them. The Laboratory was also recognised in 1939 by the *Bureau International Pour La Standardisation Des Fibres Artificials* (B.I.S.F.A.) as its testing house for artificial silk yarn and cloths. In 1940, a ginning section was added to the Laboratory with the object of making investigations for improving the ginning of Indian Cottons.

INDIAN CENTRAL JUTE COMMITTEE

THE TECHNOLOGICAL RESEARCH LABORATORIES, CALCUTTA

After the organisation of the Indian Central Jute Committee, technological research on jute in all its aspects was taken into consideration and work in the Technological Research Laboratories of the Committee started in 1939 at Calcutta. The main problems which have occupied the attention of the Laboratories are:

(1) Spinning and testing of representative yarns from small samples of fibre obtained year by year from the chief jute growing districts, (2) Routine spinning of samples derived from the agricultural work and reporting thereon, (3) Examination of the relationship between the measureable physical and chemical characters of the fibre and spinning quality, (4) Grading of jute and a study of commercial samples of jote, (5) A study of jute substitutes and competitors, (6) Fundamental work, chemical and physical, on the structure and properties of fibres and yarn, (7) Improvement of the raw-material, and (8) work bearing on new or extended uses of jute.

INDIAN LAC RESEARCH INSTITUTE

Indian Lac Research Institute, Namkum, is under the control of the Indian Lac Cess Committee. This Institute is primarily concerned with chemical and Entomological aspects of research in Lac. The former is devoted to the study of the modifications of lac by chemical means so as to add to its usefulness, which involves *inter alia* researches on the pure chemistry of lac and related resins. The latter is concerned with the study of lac insects and lac hosts with a view to the evolution of better methods of lac cultivation.

Results of practical importance have been attained as a result of researches extending over a period of several years. Thus in the sphere of lac cultivation, a visual method of forecast of emergence, correct treatment of lac hosts and insects identification and means of combating enemy insects, are some of the significant findings of great value in actual field trials. Chemical researches have met with very considerable success in modifying lac so as to impart greater heat and water-resistance, adhesive power, elasticity etc., to it. The manufacture of the following lac products has been made possible through research:

(1) Improved seed lac, (2) Kiri-lac, (3) Bleached lac, (4) Lac wax, (5) Plastic moulded articles, (6) Improved spirit varnishes, (7) Insulating varnishes, (8) Oil-cloth and rexine, (9) Insulating cloth, (10) Flexible mecanite, and (11) Adhesives and cements.

The scope of the Institute has been widened recently by conducting a demonstration campaign to popularise scientific methods of lac cultivation. A lac information Officer has also been appointed to assist the trade in starting lac-based industries and to arrange for more rapid dissemination of the results of researches at the Institute.

This institute also imparts training in the industrial uses of lac and improved methods of lac cultivation. Six students in each for the above two courses are taken up every year. Besides this casual students *viz.* employees on deputation from Indian States or factories are often given training in lac cultivation, or in special industrial processes relating to lac.

INDIAN INSTITUTE OF FRUIT TECHNOLOGY, DELHI

The abnormal conditions created by the war gave a fillip to Indian fruit industry and a large number of factories sprang up throughout the country. It became necessary therefore to set up some machinery for rendering technical help to this industry. The Indian Institute of Fruit Technology was accordingly set up at Lyallpur in April, 1945, under the auspices of the Indian Council of Agricultural Research. After the partition of the country in 1947, the Institute was moved to Delhi.

2. The primary aim of the Institute is to carry out research on the methods of the best utilisation of the fruit resources of India. It is also designed to assist in the development of the fruit industry on an all-India basis by providing facilities for:

(1) *Teaching.*—Imparting training both in theory and practice in fruit and vegetable preservation with a view to qualifying students as teachers, demonstrators, or technical experts for employment in fruit and vegetable preservation factories.

(2) *Research.*—Fundamental investigations on the solution of technical problems confronting the fruit preservers in this country, especially those of a chemical and microbiological nature which are beyond the scope of capacity of regional stations.

The Institute will also serve as a connecting link between the regional fruit stations proposed to be started in various parts of India and will assist these stations in the solution of scientific and technical problems and keep them supplied with up-to-date information regarding the latest methods of manufacturing fruit products devised in India and abroad.

3. Under the terms of the arrangements at the time of partition, the equipment and machinery at Lyallpur had to be left over intact for the use of the Government of Pakistan with the result that the Institute at Delhi is now considerably short of essential equipment for carrying out its work effectively. There is a proposal to shift this Institute to a suitable permanent site and to equip it fully to meet its requirements.

THE INDIAN AGRICULTURAL RESEARCH INSTITUTE

The Institute was established in 1905 at Pusa in Bihar and shifted to New Delhi 1935-36. The main activities of the Institute relate to fundamental research on the various agricultural problems and advanced post-graduate training in agricultural sciences. In order to carry out agricultural experiments under the varying soil and climate conditions three sub-stations of the Institute are functioning, one at Coimbatore in South India, another at Pusa and a third at Karnal in East Punjab.

2. The Institute is under the guidance and administrative control of a Director and is divided into seven divisions including the one at Coimbatore, which is under the Sugarcane Expert.

(a) *Division of Agronomy.*—Field experiments for testing the value of various manures and fertilisers besides many varieties of sugarcane, fodder, field and forage crops are conducted on the Agronomy side of this Division, while in the cattle breeding sphere, important results have been achieved in the improvement of milch cattle. The two breeds, the Sahiwal maintained at the Institute and the Thalparkar at the Karnal substation have become famous and popular in India and also in outside countries.

(b) *Division of Botony.*—This Division has already evolved a large number of strains of various crop plants but this division is now concentrating its attention on breeding problems of all-India importance and on carrying out important investigations into the techniques of plant breeding. The best known and widely spread varieties of Pusa Wheat extensively grown in India and Australia, besides a large number of new varieties of Barley, Pulses, Oil-seeds, Tobacco and several other crops have all been the result of the work of this division in the plant-breeding line. These varieties after vigorous tests are distributed to the cultivators through the Provincial and States Departments of Agriculture.

(c) *Division of Entomology.*—This Division is concerned with the study of insect pests and devising methods of control. It has already built up a large collection of Indian insects, maintains records of their occurrence, life history and the nature and the extent of damage caused by them to the various crops.

(d) *Division of Mycology.*—The work of this Division is directed towards the collection of Indian fungi and their identification and about 700 cultures have already been collected in the herberinm of this Division.

(e) *Agricultural Chemistry and Soil Science Division.*—This Division maintains a well-equipped laboratory where a large number of Soils from different parts of the country are examined and their deficiencies investigated. The Laboratory studies are followed by investigations on the manurial and water requirements of the different types. Recently investigations have also been undertaken on the "trace elements", those which are essential but required in minute quantities for growth and health of plants.

(f) *Agricultural Engineering Division.*—Created only three years ago this Division is yet in its infancy. It is designed to test and develop Agricultural Machinery and implements suitable to Indian conditions.

(g) *Sugarcane Station, Coimbatore.*—The improved varieties of Sugarcane evolved at this station have attained world wide popularity and occupy within India nearly 80 per cent. of the area under Sugarcane cultivation. Hybridized with

a wild grass known as *Sacharum Spontaneum*, these varieties have proved disease and drought resistant, adaptible to different climate and soils and yield a high percentage of sugar. The work at this Station has been of considerable benefit to the Sugarcane Industry in India.

Two more Divisions, one for Agricultural Economics and another for Statistics as applied to Agricultural Experimentation will be added shortly.

Training.—The Institute offers 2 years post-graduate courses in (1) Agronomy, (2) Botany, Plant Breeding, Plant Physiology, Genetics and Cytogenetics, (3) Sugarcane Breeding and Genetics, (4) Soil Science, Agricultural Chemistry and Soil Microbiology, (5) Mycology, (6) Plant-Pathology and Entomology. Similar courses in Agricultural Engineering and Agricultural Economics and and Statistics are proposed to be started as soon as the Divisions are adequately equipped for the purpose.

THE CENTRAL RICE RESEARCH INSTITUTE

The Institute was started in Orissa in 1946 for research on fundamental problems connected with the breeding and production of rice. Regular work, however, commenced only last year.

The Institute now comprises of five sections, viz., Botany, Agronomy, Mycology, Entomology and Chemistry. A large collection of 328 varieties of rice produced in the Indian States and Provinces and 131 varieties produced in countries like Russia, China and Japan. A nucleus of genetic strains has been formed and varietal trials conducted which it is expected will enable the growing in the canal irrigated areas of Orissa, of two crops of rice in succession, an early one followed by a medium duration one. The work in the Mycological and other Divisions is concentrated mainly on field experiments at the moment.

CENTRAL POTATO RESEARCH INSTITUTE

This Institute is still in its infancy. It was started in 1946 in the premises of the Indian Agricultural Research Institute, Pusa, New Delhi, and has now only a nucleus staff consisting of a Director and two officers.

The main object of the Institute is to conduct research on the breeding of high-yielding and disease-free potatoes and all incidental problems connected with the production of potatoes, on a long-term basis. The Indian Council of Agricultural Research had already been conducting a research scheme in Physiological and Genetical Investigation on the potato crop at Madras. They have also been running a potato breeding scheme at Simla and a potato breeding substation at Bhowali. The Indian Council of Agricultural Research were, however, unable to continue to finance such schemes indefinitely. No other province in India is also doing any research work on potato in an organised manner. The Central Potato Research Institute contemplates taking over these schemes from the Indian Council of Agricultural Research and co-ordinate and develop the research work already done under these schemes.

THE INDIAN CENTRAL TOBACCO COMMITTEE

This Committee has four Research Stations, viz., at Guntur, Rajamaundri, Anand and Nipani for research work for various aspects of Bidi tobacco Cigarette, tobacco, Cherrut tobacco and chewing tobacco. It is also proposed to set up a research station in Bihar for Hookas tobacco.

THE INDIAN CENTRAL COCONUT COMMITTEE

The Committee has two Research Stations one at Kasaragod and the other at Kayamkulam (in South India) for research on various aspects of Coconuts. These stations have been established only recently. The Committee is arranging for necessary staff and equipment for research work required to be carried out at these stations.

FOREST RESEARCH INSTITUTE

The Forest Research Institute is located at Debra Dun. Primarily, the functions of the Institute is research on all problems connected with (i) rearing and protecting forest and enhancing their value or usefulness and (ii) the more efficient and profitable utilisation of timber and various other produce of the forest.

Equally important is the work undertaken at the Institute for the training of the personnel of India's forest services. This training is imparted in two district standards, one for forest officers and the other for forest rangers. Thus forest research and forest educational activities are combined at the Institute to the mutual advantage of both.

The third function of the Institute involves the organised dissemination of information regarding (i) results of research, (ii) forest resources and (iii) facilities for research and training.

These three aspects of the work of the Institute are planned and organized under the Directorate of (i) Research, (ii) Education and (iii) Public Relations and Forest Economy (under formation) The work on basic and applied research in forestry including problems connecting with cultivation and production of natural forest products as well as their manufacture and utilization is organised under ten different branches in the Institute.

Shri Upendranath Barman: Regarding the Policy Committee Report No. 5 advising the constitution of a central authority under the name of Central Land Utilisation Authority with an initial capital of 50 lakhs to start with, have Government taken any action on that report? If so, how far have their project made any progress?

The Honourable Shri Jairamdas Doulatram: Government have not taken any action on that particular report but so far as the problem of land utilisation is concerned it is being discussed with the Provinces.

Seth Govind Das: Is it a fact that in certain provinces this survey is not going on whereas other provinces are getting the benefit of this survey from the Government of India?

The Honourable Shri Jairamdas Doulatram: I do not think any discrimination is made and if the Central Provinces have any complaints they will be inquired into.

Seth Govind Das: Is the Honourable Minister aware that this survey is going on in the Central Provinces also?

The Honourable Shri Jairamdas Doulatram: As I said, officers were sent to the provinces and I believe C. P. was included in the survey operations.

Srijut Kuladhar Chaliha: May I know whether the results of the survey proposed are published and made available to the public?

The Honourable Shri Jairamdas Doulatram: I think they are published and it will be open to people to purchase them.

Srijut Kuladhar Chaliha: I want to know where they are available.

Mr. Speaker: The honourable member may enquire.

FLYING CLUBS IN INDIA

*485. **Pandit Mukut Bihari Lal Bhargava:** Will the Honourable Minister of Communications be pleased to state:

(a) the number of Flying Clubs existing in all Provinces in India and the number of technicians and trainees in all such Flying Clubs and the expenditure incurred thereon; and

(b) whether the whole of such expenditure is being incurred by Government or partly by Government and partly by the private Agencies concerned?

Shri Khurshed Lal (Deputy Minister for Communications): (a) I lay on the table a statement giving the information required.

(b) The expenditure is being met by the clubs partly out of subsidies paid by the Government of India and Provincial Governments and partly out of income from membership and other fees and flying charges payable by trainees.

STATEMENT.

Number of flying clubs the Provinces in India the number of technicians and trainees at the clubs and the expenditure estimated to be incurred thereon.

(i)	Number of flying clubs in the Provinces in India.	— 9
(ii)	Number of technicians at the clubs	— 139
(iii)	Number of trainees at the clubs on 1st January 1949	— 267
(iv)	Estimated expenditure on the clubs during 1948-49	—Rs. 20 Lakhs approximately

Pandit Mukut Bihari Lal Bhargava: Are there any flying clubs at Ajmer?

Shri Khurshed Lal: I am afraid there is no flying club at Ajmer.

Pandit Mukut Bihari Lal Bhargava: Is there any proposal to start one?

Shri Khurshed Lal: No, not yet.

Shri H. V. Kamath: In these flying clubs is training given to would-be pilots in aeroplanes only, or gliders as well? Are there any gliders at all in any flying clubs?

Shri Khurshed Lal: The training is given on aeroplanes.

Shri Gopikrishna Vijayavargiya: Is there any restriction on the persons trained in flying clubs? I know of an accident in which Mr. Govind Sahay was injured, because the pilot was a new man. So I want to know whether any restriction is placed on new trainees.

Mr. Speaker: The honourable member wants to know whether there are any regulations governing trainees to safeguard the safety of the people.

Shri Khurshed Lal: Yes, there are rules governing flying clubs. An enquiry is being made into the accident referred to by the honourable member.

Shri S. Nagappa: What is the policy of the Government regarding recruiting these trainees and technicians at these flying clubs? On what basis these trainees and technicians are recruited?

Mr. Speaker: The question is too wide and general.

Dr. Mono Mohan Das: Are these flying clubs official or non-official organisations?

Shri Khurshed Lal: They are non-official organisations.

Shri S. Nagappa: Sir, I wanted to know what are the minimum educational or physical qualifications required?

Mr. Speaker: The honourable member may put an unstarred question for that purpose.

Shri H. V. Kamath: In view of the fact that gliders provide the cheapest and the easiest form of preliminary training in flying . . . . . .

Mr. Speaker: I am afraid the honourable member is going into expressing many opinions.

Shri H. V. Kamath: Have Government made any attempt towards the manufacture of gliders in India?

Shri Khurshed Lal: Arrangements are being made to procure gliders.

Shri H. V. Kamath: I said manufacture.

Shri Khurshed Lal: Yes.

Begum Aizaz Rasul: Do Government call for information from the clubs to which the Central Government gives subsidies as to the manner in which that money is used by those clubs?

Shri Khurshed Lal: The clubs do supply us information as to how the money is spent.

Pandit Lakshmi Kanta Maitra: May I ask if there is any machinery in his Department to supervise and control the activities of these flying clubs?

Shri Khurshed Lal: Yes, the D.G.C.A. does it.

Pandit Lakshmi Kanta Maitra: Is any periodical survey made?

Mr. Speaker: I am going to the next question.

DEVELOPMENT OF INTERNATIONAL AERODROMES AT SANTA CRUZ, DUM DUM AND PALAM

*486. **Pandit Mukut Bihari Lal Bhargava:** Will the Honourable Minister of Communications be pleased to state:

(a) the steps that have been taken by Government so far to develop international aerodromes at Santa Cruz, Dum Dum and Palam; and

(b) what improvements are under contemplation and what amount has already been spent on all these three aerodromes and what is the estimated expenditure to be incurred in future on each of these?

Shri Khurshed Lal (Deputy Minister for Communications): (a) and (b). The development of the International Airports at Santa Cruz, Dum Dum and Palam is already in progress. The development comprises construction of terminal buildings and hangars, expansion of residential accommodation, extensions of runways, provision of Runway lighting for night flying, Radio Transmitting and Receiving Stations, etc. Santa Cruz and Dum Dum, being the first points of entry from the West and the East will, in addition, have permanent isolation hospitals. A statement showing the expenditure already incurred and estimated to be incurred on these airports is laid on the table.

STATEMENT

Total estimated expenditure to be incurred on the development of the Santa Cruz, Dum Dum and Palam airports and that already incurred on these airports by the end of November 1948.

	Santa Cruz	Dum Dum	Palam
		Rupees in lakh	
(i) Total estimated expenditure	390·31	223·22	146·84
(ii) Expenditure already incurred by the end of November 1948.	26·11	9·22	1·97

Shri R. K. Sidhva: May I know whether the present aerodrome building at Santa Cruz is the property of the Government of India?

Shri Khurshed Lal: I would require notice of that.

MANUFACTURE OF AEROPLANES AND SPARE PARTS

*487. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether the Government of India have in view any scheme for the establishment of Factories for the manufacture of aeroplanes and spare parts of aeroplanes for the development of Civil Aviation?

(b) If so, has any such scheme been prepared, and by which time is it likely to be implemented?

The Honourable Dr. Syama Prasad Mookerjee: (a) and (b). Capacity for the manufacture of aeroplanes and spare parts for Civil Aviation exists at Hindustan Aircraft Limited, Bangalore. This factory is already assembling and manufacturing some aircraft under assistance arrangement with a British firm. It is also shortly undertaking the manufacture of three types of indigenously designed aircraft, at least two of which should be useful to Civil Aviation.

The question of a tie-up with a good foreign aircraft manufacturing firm either to set up a new factory in the Country for manufacture of aircraft and aero-engines, including spare parts, for the use of Civil Aviation and R.I.A.F., or to give assistance facilities to Hindustan Aircraft Limited, to expand its manufacturing capacity, is under consideration. Preliminary investigations are now being made in the matter and arrangements are likely to be finished in a few months' time.

Shri H. V. Kamath: Is the Honourable Minister aware that last year there was an aircraft factory at Harni in Baroda?

The Honourable Dr. Syama Prasad Mookerjee: No, there is no factory.

Shri H. V. Kamath: Was there one last year?

Mr. Speaker: Perhaps the honourable member is talking of the glider factory of Mr. Rauf.

Shri H. V. Kamath: No answer has been given to my question.

Mr. Speaker: He says 'no'.

Shri H. V. Kamath: I was asking whether last year there was one.

Pandit Mukut Bihari Lal Bhargava: Are any spare parts being manufactured in any part of India now?

The Honourable Dr. Syama Prasad Mookerjee: They are not manufactured in India except a few and most of them have to be bought from America for dakotas which are mostly used in India today.

Seth Govind Das: Are Government contemplating to establish any new factory for the manufacture of spare parts of dakotas because they are so freely being used in India—are they contemplating the establishment of any special factory for this purpose?

The Honourable Dr. Syama Prasad Mookerjee: No, because dakotas themselves will become obsolete in the course of the next three or four years.

Shri Mihir Lal Chattopadhyay: Is there any repairing workshop for repairing aircrafts anywhere in India other than the Hindustan Aircraft company?

The Honourable Dr. Syama Prasad Mookerjee: We have one in Kanpur under Government control and permission has been sought for to have another workshop in West Bengal, which is now being considered by the Ministry of Communications.

Shri S. Nagappa: May I know whether the factory at Bangalore is state-owned or whether it is a private concern; and if it is a private concern have Government any shares in it?

The Honourable Dr. Syama Prasad Mookerjee: It is an entirely state-owned organisation.

Prof. N. G. Ranga: Are Government replacing the dakotas by any other type of planes as and when these dakotas go out of use and are they contemplating to establish any factory for the manufacture of the spare parts needed by that other type of aircraft at least?

The Honourable Dr. Syama Prasad Mookerjee: That matter is now under examination.

Shri R. K. Sidhva: May I know how many foreigners are employed in this factory and whether they are training Indians for this purpose?

The Honourable Dr. Syama Prasad Mookerjee: We have about 120 members of the superior staff of whom ten or eleven are foreigners.

Shri S. V. Krishnamoorthy Rao: Is it a fact that the General Manager of the Hindustan Aircraft Limited was an officer of the Accounts Department and is a non-technician?

The Honourable Dr. Syama Prasad Mookerjee: He was the Deputy Auditor-General with the Government of India and he is acting now as General Manager.

RULES re NON-SCHEDULED FLIGHTS OF AEROPLANES

*488. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Communications be pleased to state whether the Government of India have made any rules controlling the Aircrafts engaged in non-scheduled flights, Club flying or private flying?

(b) If so, are they strictly enforced, and if not, why not?

(c) What is the number of air accidents that took place in India in the year 1948 and how many of these accidents involved scheduled service planes and chartered planes respectively?

Shri Khurshed Lal: (Deputy Minister for Communications): (a) The Indian Aircraft Rules, 1937, apply to non-scheduled flying and club flying equally with scheduled flying. The operation of non-scheduled flying is also subject to a permit, granted by the Director General of Civil Aviation, which usually prescribes conditions which must be observed in addition to the general rules. These conditions are varied from time to time as required by operational and other considerations.

(b) The rules are strictly enforced.

(c) I lay on the table, a statement giving the information required.

STATEMENT

Number of Accidents in India during the year 1948.

Category	Total	Notifiable	Non-notifiable	Total
Scheduled flights	3	3	Nil	Nil
Non-scheduled flights	12	10	2	2
Club aircraft	25	18	7	1
Private aircraft	23	14	9	1
	63	45	18	4

NOTE:—In addition to the above there was an accident to a foreign aircraft which was notifiable and involved one fatality.

Shri H. V. Kamath: With a view to minimising the risks and accidents referred to in part (c) of the question, is the Honourable Minister aware that the United States Civil Aeronautics Administration and the Air Registration Board in the United Kingdom have introduced many modifications to the Dakotas to improve its resistance to fire hazards whereas in India only one minor modification has been introduced so far?

Mr. Speaker: Order, order. Next question.

JUTE PRODUCTION IN INDIA AFTER PARTITION

*489. **Pandit Mukut Bihari Lal Bhargava:** Will the Honourable Minister of Agriculture be pleased to state:

(a) the total production of Jute in India from August, 1947 to August, 1948, and what percentage this quantity forms of the total production in India prior to partition;

(b) the Province or Provinces where Jute is grown in India at present;

(c) whether the Government of India have taken any steps to extend the Jute producing area in those Provinces where it is grown at present, and to explore the possibilities of growing Jute in any of the other Provinces; and

(d) if so, what are the results thereof?

The Honourable Shri Jairamdas Doulatram: (a) The production of jute in the Indian Union from August, 1947, to August, 1948 and the percentage this quantity forms of the total production in India (pre-partition) are as follows:

Indian Union	1658 ,000, bales of 400 lbs each.
India (pre-partition)	3501 ,000, bales of 400 lbs each.
Percentage of the production of Indian Union to that of undivided India	19.5

(b) The Provinces and States where jute is grown at present are Assam, West Bengal, Bihar and Orissa and U.P. and the States of Cooch Behar and Tripura.

(c) Yes. So far the area under jute has been increased without diverting any area from food crops to jute in the following two ways: (i) extension of area by reclaiming culturable waste lands, and (ii) by double-cropping, *i.e.*, by growing jute as an earlier additional crop in Aman-Paddy land. A ban has been placed on the export of jute seeds and the distribution of improved seeds and fertilizers. The following increase in the area under jute in the Provinces where it is already grown has been achieved:

	Acres
West Bengal	77,000
Assam	23,000
Cooch Behar and Tripura States. . .	11,000

It has also been decided to establish ten seeds-multiplication farms of 300 acres each in the four jute growing provinces with a view to producing improved seeds.

Two new areas, *viz.*, Madras Province and Travancore State, have been found promising for growing jute.

(d) It is expected that the following additional areas may be brought under jute without taking any areas from the food-grains:

	Acres
West Bengal	1,00,000
Bihar . .	50,000
Orissa . .	50,000
Assam .	50,000
Cooch Behar	5,000
Tripura .	5,000
Madras .	20,000
Travancore .	2,000
TOTAL	2,82,000

Consequently additional production of 7·5 lakh bales of jute over and above the 1948 production is expected in 1949.

A plan for achieving self-sufficiency in jute is under preparation.

Prof. N. G. Ranga: Is any effort being made to produce jute as a dry crop and not as a wet crop, that is on rain-fed land and not on irrigated land?

The Honourable Shri Jairamdas Doulatram: I am not aware of it.

Seth Govind Das: Are Government surveying some forest areas where jute can be grown as a dry crop?

The Honourable Shri Jairamdas Doulatram: If the area is irrigated Government will make enquiries and also make research.

Shri M. Ananthasayanam Ayyangar: What areas in the Madras Presidency have been found fit for the growing of jute?

The Honourable Shri Jairamdas Doulatram: Vizagapatam, Tanjore, Malabar and South Kanara.

Shri M. Tirumala Rao: In view of the insufficiency of jute, is there any proposal to the Government of India to conserve the use of jute bags which they consume yearly in large quantities for the storing of their foodgrains?

The Honourable Shri Jairamdas Doulatram: There is no such proposal at present but I suppose unless there are substitutes available, gunny bags have to be used.

Shri Upendranath Barman: In view of the difficulty of obtaining seeds at the sowing time, experienced every year, have Government thought about the advisability of procuring sufficient seeds for the extensive cultivation that the Government proposes?

The Honourable Shri Jairamdas Doulatram: Government are trying to secure the maximum quantity of seeds, and also, as I said, have set up new farms for the purpose of producing more seeds.

Shri S. V. Krishnamoorthy Rao: Is this increase in acreage under jute production in any way going to affect the acreage under food production?

The Honourable Shri Jairamdas Doulatram: No. As I said, all this acreage is acreage which is not taken away from food but is largely waste land and double-cropped land.

Shri Biswanath Das: May I know whether it is a fact that the Government of Orissa intimated to the Government of India that they could increase jute cultivation in the Province and in the merged States by four times if the transport difficulties are attended to by the Government of India with special grants?

The Honourable Shri Jairamdas Doulatram: I am not aware of the correspondence; there might have been such a communication.

Prof. N. G. Ranga: Are any efforts being made to raise jute along the railway lines in the delta areas where there is plenty of water?

The Honourable Shri Jairamdas Doulatram: I think there are special difficulties with regard to growing anything along the railway lines. It will require somebody to take care of the growing crops and somebody to attend, and unless there is the co-operation of all the neighbouring villages and their organisations are available to help, it will become a difficult proposition to grow crops there.

PROTECTION TO INDIAN ARTIFICIAL SILK INDUSTRY

*490. **Seth Govind Das:** Will the Honourable Minister of Industry and Supply be pleased to state what sort of protection Government propose to offer to the indigenous artificial silk industry in view of the preferential duty enjoyed by British goods under the terms of the Indo-British Agreement?

The Honourable Dr. Syama Prasad Mookerjee: Artificial silk yarn is not produced in India. It is therefore presumed that the honourable member refers to the Artificial Silk weaving Industry. Government are aware of the concern of the Industry on the question of competition from imported fabrics. The Industry applied for protection and the Indian Tariff Board held an enquiry in December, 1948. The report of the Tariff Board is now awaited.

Seth Govind Das: Is Government contemplating to start any factory for the manufacture of artificial silk yarn in this country?

The Honourable Dr. Syama Prasad Mookerjee: There are three such attempts which are now being made: one in Bombay, the National Rayon Corporation Limited; the other in Travancore, the Travancore Rayons Limited; and the third in Hyderabad (Dn.), the Sir Silk Limited. It will however take at least two years before any of these factories can be fully ready.

Seth Govind Das: Have the Government received any representation from the Central Provinces Government that the Narmada Division of that Province can make this silk yarn if a factory is established there?

The Honourable Dr. Syama Prasad Mookerjee: If the Central Provinces Government puts up any proposal, we shall be glad to consider it.

Seth Govind Das: I want to know whether the Government have received any proposal from the Central Provinces.

The Honourable Dr. Syama Prasad Mookerjee: I am not aware.

Prof. N. G. Ranga: Have Government ever received representations from the producers of silk that importation of rayon, that is artificial silk, is in any way injurious to them?

The Honourable Dr. Syama Prasad Mookerjee: In fact, there is a demand for more import of artificial silk.

Shri M. Ananthasayanam Ayyangar: May I know what the raw product is of which the artificial silk is manufactured, and if it is available only in these three particular areas?

The Honourable Dr. Syama Prasad Mookerjee: I cannot say, Sir, but I am told there are certain difficulties.

Seth Govind Das: May I know how long this preferential duty on British material is going to remain in this country?

The Honourable Dr. Syama Prasad Mookerjee: We will decide the matter after we get the report of the Tariff Board.

Prof. N. G. Ranga: Is it a fact that Government have fixed the prices of artificial silk and that the prices fixed by Government are far higher than the prices at which they themselves import it into India?

The Honourable Dr. Syama Prasad Mookerjee: As a matter of fact, the Government of India imported about 2 million lbs. of artificial rayon. We purchased it at Rs. 2-15-0 per lb. and sold it at Rs. 3-12-0 per lb. whereas the market price in India was about Rs. 5 per lb. But we took sufficient protection to see that actually the consumers got this at the reduced rate.

Shri S. Nagappa: What prompted the Government to give preferential treatment to British goods as against the Indian silk industry at the time of the Indo-British agreement?

Mr. Speaker: That is going into some other question much beyond the scope of this question.

ESTABLISHMENT OF A RADIO EQUIPMENT FACTORY

***491. Seth Govind Das:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether it is a fact that the Government of India propose to establish a Radio Equipment Factory in India?

(b) Is it a fact that Government have asked two companies in England to prepare a scheme for the proposed factory?

(c) What are the things proposed to be produced in the factory?

(d) What will be the total cost and what is the expected output of the factory?

The Honourable Dr. Syama Prasad Mookerjee: (a) Yes, Sir.

(b) I would refer the honourable member to the reply given by me to part (d) of Starred Question No. 373 on 15th February, 1949.

(c) A statement is laid on the table of the House.

(d) The estimated capital cost of the factory is Rs. 3 crores and the approximate value of the annual output is Rs. 2 crores.

STATEMENT

List of equipment to be manufactured in the proposed factory

(i) High power transmitters required for broadcast purposes and overseas communications.

(ii) Medium powered transmitters.

(iii) Low powered transmitter (having a power of 10 watts and less) mainly needed by the Defence Services.

(iv) Trans receivers

(v) Communication type receivers.

(vi) Radio components.

(vii) Radar equipment.

(viii) Radio valves required for transmitters of all types of receivers and radar equipment.

Shri H. V. Kamath: Will this factory be a completely nationalized concern, state-owned and state-controlled?

The Honourable Dr. Syama Prasad Mookerjee: That is what Government plans to do.

Seth Govind Das: Have the Government decided the place where this factory is going to be located?

The Honourable Dr. Syama Prasad Mookerjee: I think I said the other day that I cannot answer this question now until I consider the reports.

Shri M. Tirumala Rao: Is there any co-ordination in the efforts of the Central Government and the Provincial Governments? The Provincial Governments are also launching upon similar schemes of manufacturing radios.

The Honourable Dr. Syama Prasad Mookerjee: There is no scheme put up by any Provincial Government regarding this particular item.

Shri H. V. Kamath: Is there any proposal to import foreign technicians and advisers in this connexion?

The Honourable Dr. Syama Prasad Mookerjee: Obviously it will have to be done.

Shri H. V. Kamath: Is it a fact that Germany made remarkable progress in radionics before World War II?

Mr. Speaker: Order, order.

REVISION OF PRICES OF FOODGRAINS IN MADRAS

†*492. **Shri O. V. Alagesan:** (a) Will the Honourable Minister of Food be pleased to state whether it is a fact that the Government of Madras have represented to the Government of India that the appropriate time for revision of prices of foodgrains in the Province of Madras is the commencement of Fasli year (July 1st) and not of Kharif year (November 1st)?

(b) If so, have Government come to a decision on the matter?

The Honourable Shri Jairamdas Doulatram: (a) Yes.

(b) Yes, the Government of India have accepted the Madras Government's proposal.

SUBSIDIES TO PROVINCES FOR "GROW MORE FOOD" SCHEMES

†*493. **Shri O. V. Alagesan:** (a) Will the Honourable Minister of Agriculture be pleased to state the schemes for which the Government of India pay subsidies to provinces under the 'Grow More Food' scheme?

(b) Is preference given to small irrigation schemes rather than to big projects?

The Honourable Shri Jairamdas Doulatram: (a) A list of the types of schemes which are eligible for and receive subsidies under the 'Grow More Food' Rules is placed on the table of the House. They relate to the main categories (a) minor irrigation (b) land improvement (c) manures and fertilizers (d) improved seeds (e) antipest measures (f) materials for implements (g) staff needed for the above mentioned schemes.

(b) Yes. Only such irrigation schemes as are likely to produce immediate results within the next five years are eligible for Grow More Food grants and loans. Big projects are not dealt with by the Ministry of Agriculture.

† Answer to this question laid on the table, the questioner being absent.

STATEMENT

List of schemes eligible for subsidy under the Grow More Food Campaign

I. *Grow More Food Schemes (Works)*—

(i) Surface percolation wells—Construction and improvement of. Improvement includes re-excavation, deepening, boring and installation of tubes and water lifting appliances.

(ii) Irrigation tube wells and tube wells irrigation projects.

(iii) Pumping installations.

(iv) Tanks and channels. Construction and improvement of.

(v) Land improvement works as under:—(a) Drainage works, (b) Contour bunding works, and (c) Clearance and reclamation.

II. *Grow More Food Schemes (Supply)*—

(i) Composts.

(ii) Oil cakes.

(iii) Ammonia sulphate.

(iv) Superphosphate, bone meal, or other fertilisers.

(v) Supply of other manures such as fish manure, green manure and the like.

(vi) Improved cereal seeds.

III. *Grow More Food Scheme (Miscellaneous)*—

(i) Pest Control measures.

(ii) Measures for preventing decrease of food production otherwise imminent, *e.g.*, making available seeds other than improved seeds, iron and steel for manufacture of implements at places and times where shortage prevails.

IV. *Grow More Food Schemes (Services).*—Schemes for employment of staff for the execution of Grow More Food Schemes.

REMOVAL OF BAN ON EXPORT OF HANDLOOM CLOTH

†*494. **Shri O. V. Alagesan:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether Government have received representations on behalf of the handloom cloth industry that the ban on the export of handloom cloth to foreign countries should be removed?

(b) If so, what action has been taken by Government in this matter?

The Honourable Dr. Syama Prasad Mookerjee: (a) Yes, Sir.

(b) The Government of India have decided that for a temporary period, which will not extend beyond the 30th June 1949, licences will be issued freely for the export of handloom to all countries upto a maximum of fifty million yards to Pakistan and upto smaller quantities for other countries.

FIXATION OF PRICE OF SUGAR

†*495. **Shri O. V. Alagesan:** (a) Will the Honourable Minister of Agriculture be pleased to state whether it is a fact that large stocks of sugar have accumulated in the United Provinces and Bihar owing to the present high price of Sugar?

(b) Is it a fact that the price of Indian Sugar is higher than that of Brazilian, Java or Cuban Sugar?

(c) Do Government propose to consider the question of revising the present price and fixing it at a lower level in order to dispose of the stocks and to facilitate greater consumption of sugar?

The Honourable Shri Jairamdas Doulatram: (a) Yes.

(b) Yes.

(c) The Government of India had recently considered this question and, in consultation with the Provincial Governments of United Provinces and Bihar and the Indian Sugar Syndicate, which represents the factories in these two

† Answer to this question laid on the table, the questioner being absent.

provinces, the ex-factory price of sugar from Rs. 35-7-0 per maund of last year has been reduced to Rs. 28-8-0 for D-24 grade. This should make the retail price in the country as. 12 to as. 13 per seer against Re. 1 before. A further reduction in price was not considered practicable in view of the cane price fixed, the rate at which the Provincial Cane Cess is levied, the increased minimum wage to factory labour, the increased cost of manufacture of sugar and the high priced stocks of last year's sugar still left with the factories. The Indian Sugar Syndicate has raised the price by as. 4 a maund in order to be able to export sugar. Government of India have again taken up with the Sugar Syndicate the question of the above price being actually in operation.

INCOME AND EXPENDITURE OF HINDUSTAN AIRCRAFT FACTORY

*496. **Shri K. Hanumanthaiya:** (a) Will the Honourable Minister of Industry and Supply be pleased to state the annual expenditure and income for the last two years of the Hindustan Aircraft Factory situated at Bangalore?

(b) What are the kinds of work that is being done in the factory?

(c) Are aeroplanes being manufactured in the factory?

The Honourable Dr. Syama Prasad Mookerjee: (a) The annual expenditure and income for the year 1946-47 were Rs. 70,88,696 and Rs. 64,85,992, respectively. The corresponding figures for the year 1947-48 are approximately Rs. 1,11,11,590 and Rs. 1,39,02,582.

(b) The important types of work being done in the factory are:

(i) Repair and overhaul of aircraft, aero-engines, propellers and other accessories.

(ii) Assembly and manufacture of Prentice Trainer aircraft, under assistance arrangement with Messrs. Percival Aircraft Company, England.

(iii) Manufacture of Railcoaches.

(iv) Design and development of three indigenous types of Trainer Aircraft.

(c) Prentice Trainer Aircraft are being manufactured at H.A.L. A few indigenous types of aircraft to be manufactured are being designed and developed.

Shri S. V. Krishnamoorthy Rao: Are all the machine tools in the Hindustan Aircraft Factory put to full use at present?

The Honourable Dr. Syama Prasad Mookerjee: Yes, they are.

*497. [WITHDRAWN.]

RECOMMENDATIONS OF KUNZRU COMMITTEE ON RAILWAYS

*498. **Prof. N. G. Ranga:** (a) Will the Honourable Minister of Railways be pleased to state whether the report of the Kunzru Committee has been received?

(b) Have Government formulated their conclusions on the recommendations of the Committee?

(c) When will the Committee's report and Government's conclusions be published?

(d) What are the main recommendations of the Committee and what steps are being taken to improve the Railway Workshops?

(e) What is being done to improve the supply of third class coaches either by imports or by manufacture in India?

The Honourable Shri N. Gopalaswami Ayyangar: (a) Yes.

(b) The recommendations are under examination and require time for arriving at conclusions.

(c) The report will be made available to the public when printed. Statements showing action taken on the recommendations of the Committee will be placed periodically in the Library of the House.

(d) A copy of the summary of recommendations as given in para. 240 of the report has been placed in the Library. The recommendations of the Committee dealing with improvements of workshops are under examination and suitable action will be taken to implement them, as far as practicable.

(e) In addition to utilising the full capacity of the Hindustan Aircraft Limited, Bangalore and the Wagon Manufacturing Panel, West Bengal, the Government proposes to establish a workshop for manufacturing improved type all-metal coaches in India. The question of ordering coaches from abroad is also under consideration.

Mr. Frank Anthony: Is it Government's intention to ignore the Central Advisory Council for Railways when considering whether these recommendations should either be rejected or accepted?

Mr. Speaker: It will be hypothetical at this stage.

Mr. Frank Anthony: Did he place before them or will the Council be ignored as usual? I just wanted to know.

Mr. Speaker: Order, order.

Prof. N. G. Ranga: Are Government placing these recommendations before the Central Advisory Council for Railways?

The Honourable Shri N. Gopalaswami Ayyangar: Copies of the report will be circulated to members of the Central Advisory Council. If they are interested in bringing up any points in the report for discussion before that Council, arrangements will be made for such discussion.

Shri B. Das: With reference to part (e) of the question, in view of the shortage of steel all over the world, will Government drop the idea to manufacture all-steel coaches and replace them by timber coaches?

Mr. Speaker: Order, order. It is a suggestion for action.

Shri R. K. Sidhva: May I know whether it is a fact that the Committee presented its report, which was cyclostyled, and if so, why these cyclostyled copies were not sent to the members much earlier for them to study?

The Honourable Shri N. Gopalaswami Ayyangar: The Committee sent a certain number of cyclostyled copies. They were very limited. They had to be circulated to people who had to take action on them. Obviously, for a large House like this, a more convenient arrangement is to circulate printed copies. Two copies of the cyclostyled report were, however, placed in the Library.

Shri R. K. Sidhva: When were these two copies placed?

The Honourable Shri N. Gopalaswami Ayyangar: On the 11th.

Shri R. K. Sidhva: May I know how many copies were turned out from the cyclostyled machine?

The Honourable Shri N. Gopalaswami Ayyangar: I do not remember the number. It is somewhere between 40 and 50.

Shri R. K. Sidhva: Is it a fact that a cyclostyling machine can turn out 1,500 copies?

Mr. Speaker: Order, order.

CROP AND CATTLE INSURANCE SCHEMES

*499. **Prof. N. G. Ranga:** (a) Will the Honourable Minister of Agriculture be pleased to state how far the study of the possibilities of introducing Crop and Cattle Insurance has progressed?

(b) Is the Special Officer appointed for the purpose, studying the progress of Crop and Cattle Insurance in Canada and the U.S.A.?

(c) How soon do Government expect to complete their enquiry and initiate schemes?

The Honourable Shri Jairamdas Doulatram: (a) The Special Officer appointed has submitted an interim report on the different aspects of Crop Insurance as applied to Indian conditions. A copy of the report† is placed on the table of the House. The officer is now engaged in studying the various aspects of the problem of Cattle Insurance.

(b) Such literature on the subjects as could be secured in India through the concerned foreign embassies has been carefully studied.

(c) Schemes could be successfully formulated and initiated only after the views of the Provincial Governments are ascertained on certain basic aspects of the proposals. These views are being ascertained.

Seth Govind Das: By what time do Government intend to make at least a little beginning in this connection?

The Honourable Shri Jairamdas Doulatram: As soon as provincial governments' replies show that we can make the attempt.

Shri Mahavir Tyagi: Why was the officer sent to America? Was it to see the crops or the book-keeping or study Crop Insurance in general?

The Honourable Shri Jairamdas Doulatram: He has not been sent to America.

Shri Mahavir Tyagi: Is it the proposal to send him to America?

The Honourable Shri Jairamdas Doulatram: No proposal at present.

Shri Sita Ram S. Jajoo: Will the Indian States also be affected by this?

The Honourable Shri Jairamdas Doulatram: Certainly, the Indian States also.

LOWERING OF PRICES OF IMPORTED FOODGRAINS

*500. **Prof. N. G. Ranga:** (a) Will the Honourable Minister of Food be pleased to state how the average prices of foodgrains imported in 1948 compare with those of corresponding Indian foodgrains?

(b) Are there any prospects for the lowering of these prices of imports?

The Honourable Shri Jairamdas Doulatram: (a) A statement showing the internal market prices of the various kinds of foodgrains in the different parts of the country is placed on the table of the House. The rates paid for imports from different countries are not the same. They vary from country to country and time to time and the weighted average rates C.I.F. Indian Ports for the various categories of foodgrains, during 1948, have also been shown in the last column of the statement for the purpose of comparison.

(b) It is expected that the world prices of foodgrains during 1949 will be lower than in 1948.

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† Not printed in the day's Debate. A copy has been placed in the Library of the House.—*Ed. of D.*

STATEMENT.

(In rupees per standard maund)

Food grains	Province	Average price in the internal markets for the last week of March 1948	June 1948	September 1948	December 1948	Average landed cost to the Government of India in respect of Imported food-grains from all countries.
Rice	Orissa	12 3 6	13 3 9	13 0 3	11 14 4	
	C P. and Berar	12 9 9	14 10 1	14 2 1	13 11 6	
	Assam	16 0 0	19 2 0	23 12 0	19 8 3	
	U.P.	19 4 9	23 5 8	27 4 4	24 11 11	
	West Bengal	15 10 0	19 11 11	20 9 10	20 3 10	21 3 0
	East Punjab	18 0 9	31 4 6	37 1 5	39 1 7**	
	Madras (General)	16 9 6	20 14 0	23 8 0	23 14 9*	
	Madras (Deficit district)	17 7 7	23 13 8	26 3 8	27 3 11*	
	Bihar	16 9 1	21 10 3	21 7 0	17 8 9	
	Bombay	30 9 3	38 10 0	37 4 3	..	
Wheat	U.P.	18 9 7	19 12 4	23 8 0	22 14 2	
	East Punjab	13 14 0	15 11 0	21 4 2	24 1 10	
	C. P. and Berar	22 11 0	30 0 5	27 11 4	30 10 10	
	Bihar	24 13 8	24 4 7	26 1 10	25 14 8	15 0
	Bombay	28 3 7	30 3 7	30 3 7	32 1 8†	
Jowar	C. P. and Berar	9 6 5	12 1 11	10 11 10	11 15 6	
	U.P.	8 3 2	12 1 10	13 10 8	13 6 1	
	East Punjab.	9 3 11	15 11 1	12 14 5	9 6 0	
	Madras (General)	9 11 0	11 9 7	14 7 0	15 9 8*	
	Madras (Deficit districts)	12 6 7	9 12 11	14 13 6	16 9 11*	
	Bombay	11 15 1	14 12 1	14 6 5	15 0 7†	
Bajra	U.P.	9 1 0	12 8 10	14 9 10	15 5 5	13 6 0
	East Punjab.	9 9 6	11 13 9	12 11 5	10 14 3	
	Bombay	15 3 1	17 4 4	15 12 7	16 0 2†	
	Madras (Deficit districts)	12 8 0	13 9 11	16 4 2	15 15 11*	
Ragi	Madras (Deficit districts)	11 12 0	9 14 0	14 13 3	16 9 6**	

*Prices on 18th December, 1948.
**Prices on 11th December, 1948.
†Prices on 4th December— 1948.

Shri H. V. Kamath: Is the price at which a particular foodgrain or cereal is purchased in a foreign country different from the market price of that commodity in that country?

The Honourable Shri Jairamdas Doulatram: In that country? No.

PRODUCTION, CONSUMPTION AND EXPORT OF OIL SEEDS AND VEGETABLE OILS

†*501. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Agriculture be pleased to state the area under cultivation, and the total production in various provinces and states in India of Sesamum, Groundnut, Rape, Mustard, Linseed and Castorseed, during the years 1946-47 and 1947-48?

(b) What quantities out of the total production of each of these Oilseeds is estimated to be consumed in India for (i) food purposes, and (ii) non-food purposes and what quantity of each is exported?

† Answer to this question laid on the table, the questioner having exhausted his quota.

(c) What quantity of various kinds of vegetable oil has been allowed to be exported?

(d) What is the estimated exportable surplus of each kind of vegetable oil in the current year?

(e) How much of this exportable surplus has already been exported to Australia in Government account?

The Honourable Shri Jairamdas Doulatram: (a) to (c). Four statements (I, II, III and IV) giving the required information in respect of the reporting areas of the Indian Union are placed on the table of the House.

(d) Complete figures of production for the current year cannot yet be made available. A statement (No. V) giving the probable surpluses estimated to be available for export from 1948-49 based on the present estimates of production is laid on the table of the House.

(e) Figures of exportable surplus are given in reply to part (d) of the question. The only oilseed/oil which Government of India agreed to supply to Australia is 10,000 tons in terms of linseed oil in fulfilment of a Wheat Agreement with that country. All the quantity agreed to has already been shipped.

STATEMENT I

Average under sesamum, groundnut, rape and mustard, linseed and castorseed in the reporting Provinces and States of Indian Union during the years 1946-47 and 1947-48 (000 acres.)

Province/State	Sesamum		Groundnut		Rape and Mustard		Linseed		Castorseed	
	1946-47	1947-48*	1946-47	1947-48*	1946-47	1947-48*	1946-47	1947-48*	1946-47	1947-48*
Assam	..	..	..	..	293	328	..	..	..	..
Bihar	105	84	..	..	479	476	551	555	33	32
Bombay	143	152	1,618	1,622	16	15	59	58	41	46
C.P. and Berar	385	393	559	561	59	58	913	907	32	31
East Punjab	58	51	74	59	343	406	27	25	..	..
Madras	673	671	4,121	4,135	..	..	..	..	229	230
Orissa	73	74	22	30	25	26	9	6	23	22
United Provinces	1,244	1,183	217	240	2,821(a)	2,831(a)	859(a)	841(a)	11†	11†
West Bengal	24	22	..	..	153	147	48	42	..	..
Ajmer-Merwara	26	20	..	..	..	..	..	..	..	..
Delhi	..	..	..	..	6	6	..	..	..	..
Hyderabad	676	714	2,433	2,030	4	5	574	574	746	828
Bhopal (C.I.)	42	40	..	..	..	..	61	68	..	..
Mysore	..	..	196	214	..	..	..	..	94	91
Baroda	26	30	107	116	21	20	..	..	45	52
Kotah (Rajputana)	32	22	..	..	..	..	71	112	..	..
Alwar	..	..	..	..	99	64	..	..	..	..
Bombay States	221	238	1,021	957	3	6	5	6	91	123
E.A. States	..	..	..	..	..	...	93	86	..	..
Total	3,727	3,704	10,267	9,974	4,321	4,389	3,259	3,338	1,345	1,462

*Final forecast figures are shown under these columns.

†Unmixed crop.

(a) Including estimates of pure and mixed crop.

NOTE.—Blank spaces indicate that the Province or State was non-reporting for the particular crop.

STATEMENT II

Yield of Sesamum, Groundnut, Rape and Mustard, Linseed and Castorseed in the reporting areas of the Indian Union during the years 1946-47 and 1947-48

(Thousand Tons)

Province/State	Sesamum		Groundnut (in shell)		Rape and Mustard		Linseed		Castorseed	
	1946-47	1947-48*	1946-47	1947-48*	1946-47	1947-48*	1946-47	1947-48*	1946-47	1947-48*
Assam	..	..	..	..	50	59	..	..	..	..
Bihar	10	11	..	..	99	94	67	67	4	4
Bombay	14	16	508	596	2	3	5	6	5	6
C. P. and Berar	30	30	133	139	12	11	48	69	4	4
East Punjab	6	6	18	21	47	53	2	2	..	..
Madras	79	79	1,690	1,608	..	..	..	..	19	22
Orissa	8	9	9	13	4	5	1	1	2	4
United Provinces	92	95	92	117	534(a)	520(a)	145(a)	145(a)	3†	3†
West Bengal	5	4	..	..	28	26	8	7	..	..
Ajmer Merwara	1	1	..	..	..	..	..	..	..	..
Delhi	..	..	..	..	(b)	(b)	..	..	..	..
Hyderabad	45	52	735	609	(b)	(b)	35	50	56	65
Bhopal (C.I.)	2	2	..	..	..	..	3	6	..	..
Mysore	..	..	57	39	..	..	..	..	6	5
Baroda	2	2	24	25	4	3	..	..	6	7
Kotah (Rajputana)	2	2	..	..	..	10	8	..	..	
Alwar	..	..	..	..	11	7	..	..	..	..
Bombay States	27	24	322	287	1	1	(b)	(b)	12	20
E. A. States	..	..	..	..	..	..	4	3	..	..
Total	323	333	3,588	3,454	792	782	328	364	117	128

*Final forecast figures are shown under these columns.
†Unmixed crop;
(a) Including estimates of pure and mixed crop.
(b) Below 500 tons.

NOTE.—Blank spaces indicate that the Province or State was non-reporting for the particular crop.

STATEMENT III

Estimated production, utilisation and actual exports of oilseeds and oils during 1946-47 and 1947-48.

(1000 Tons)

	1946-47					1947-48				
	Sesamum	Linseed	Ground-nut (kernal)	Rape and Mustard	Castor-seed	Sesamum	Linseed	Ground-nut (kernal)	Rape and Mustard	Castor-seed.
1. Estimated Production	323·0	328·0	2,512·0	792·0	117·0	333·0	364·0	2,418·0	782·0	128·0
2. Estimated Utilisation (in terms of seed)—										
(a) For food purposes	272·5	140·0	1,650·0	800·0	Nil	286·0	140·0	1,780·0	800·0	Nil
(b) For non-food purposes.	40·0	100·0	100·0	Nil	68·0	40·0	100·0	100·0	Nil	68·0
Total	312·5	240·0	1,750·0	800·0	68·0	326·0	240·0	1,880·0	800·0	68·0
3. Exports*—										
(a) Seeds	2·4	51·9	Nil	Negligible	5·8	0·9	66·9	55·4	Nil	5·0
(b) Seedequivalent of oil	0·5	3·1	44·4	„	3·1	Negligible	34·3	74·6	0·3	65·4
Total	2·9	55·0	44·4	Negligible	8·9	0·9	101·2	130·0	0·3	70·4

* Figures do not take into account exports made through Maritime States of India and the stations adjacent to India's land frontiers.

STATEMENT. IV

Quantity of various kinds of Vegetable Oils allowed to be exported during 1946-47 and 1947-48

(In tons)

Serial No.		1946-47	1947-48
1.	Groundnut oil.	17,000*	56,648
2.	Linseed oil	8,975	7,82,07,320
3.	Seeamum seed oil	890†	Nil
4.	Castor oil	902‡	Decontrolled

*Allowed as advanced quota to Burma against 1947-48 allocation.

†In addition exports were also allowed upto the level of basic period exports, which amount to 480 tons approximately.

‡ Exported to Australia, Middle East, Ceylon and Russia. In addition exports of castor oil to other destinations were also allowed upto 50 per cent. of the basic period exports which amount to 577 tons approximately.

STATEMENT V

Estimated exportable surplus

1.	Sesamum	Nil. Overall position is likely to be net deficit of approx. 50,000 tons in terms of seed.
2.	Linseed	Approx. about 25,000 tons to 30,000 tons in terms of oil.
3.	Groundnuts	A provisional export quota of 60,000 tons in term of oil has been declared to the I.E.F.C. for export during January—June 1949.
4.	Rape and Mustard	Nil.
5.	Castorseed	The estimated exportable surplus of castorseed oil is approx. 20,000 tons in the current year

MANUFACTURE, IMPORT AND DISTRIBUTION OF AMMONIUM SULPHATE

*502. **Shri V. C. Kesava Rao:** (a) Will the Honourable Minister of Agriculture be pleased to state the quantity of Ammonium Sulphate manufactured in the country and the quantity imported?

(b) How is this distributed to the various Provinces and States and on what basis is the distribution made?

The Honourable Shri Jairamdas Doulatram: (a) and (b). About 61,500 tons. The imports of Ammonium Sulphate vary from year to year as these depend upon the allotments by the International Emergency Food Council from various sources. A quantity of 1,18,000 tons was imported against the last fertiliser year from July 1947 to June 1948. A quantity of 1,60,500 tons of Ammonium Sulphate is likely to be imported during the current fertiliser year 1948-49. A statement showing imports from different sources is placed on the table of the House. The quantities of Ammonium Sulphate imported from abroad and the indigenous supplies are pooled together and distributed to the various Provinces and States on the basis of their requirements and in keeping with the available supplies. While fixing quotas of Ammonium Sulphate for various Provinces and States regard is also given to greater chances of increased food production

STATEMENT

Quantities of sulphate of Ammonia Imported/likely to be imported against during 1947-48 and 1948-49 respectively

Source	Quantity L. tons	Source	Quantity L tons
1947-48		1948-49	
(1) U.K.	56,800	(1) U.K.	37,312
(2) Canada.	1,740	(2) Canada	4,019
(3) Belgium	24,000	(3) Belgium	21,000
(4) U.S. A.	17,500	(4) U.S.A.	19,231
(5) U. S.S.R.	18,000	(5) U.S.S.R.	64 500
		(6) Italy	14,500
TOTAL	1,18,040 tons	TOTAL	1,60,461 tons

i. e' nearly 1,60,500 tons

Prof. N. G. Ranga: Is it permissible for India to import more of this ammonium sulphate than what is allotted by this International Organieation from any country if that country is willing to spare it to us?

The Honourable Shri Jairamdas Doulatram: It is allowed, but again a percentage is fixed—round about 10 to 15 per cent. more than the allocation—beyond which we cannot import. We have to intimate to the I.E.F.C. that this extra quality has been imported.

Prof. N. G. Ranga: Are these imports to be brought in here by the State or private agencies or co-operative organisations?

The Honourable Shri Jairamdas Doulatram: There are private agencies which make an offer, but we try nowadays to secure directly from Government to Government.

Shri V. C. Kesava Rao: May I know whether any preference is given to deficit areas in regard to allotment of ammonium sulphate?

The Honourable Shri Jairamdas Doulatram: Preference is given only if the area is in a position to increase food production and arrangements for the same are complete.

Prof. N. G. Ranga: What steps have been taken to see that this manure placed at the disposal of provinces for food production is not diverted to non-food crops?

The Honourable Shri Jairamdas Doulatram: Ordinarily, we naturally expect that the provincial governments are taking full care and functioning efficiently. It may be that in view of all that has been said, the Centre may consider taking some steps in collaboration with the provinces to ensure that the fertilizers are used for the purpose for which they are allocated.

Dr. P. S. Deshmukh: May I know what is the total demand for ammonium sulphate and to what extent it has been possible to meet the demand?

The Honourable Shri Jairamdas Doulatram: This year, for instance, I think we shall be able to secure only something like 35 per cent. of what we need.

Shri B. P. Jhunjhunwala: Is it a fact that in most cases ammonium sulphate is used where it is not required and instead of doing any good it does harm?

The Honourable Shri Jairamdas Doulatram: That is a matter on which there is some difference of opinion and we have appointed a Committee specially to go into the question of manures. So far the experience of many a European country is that there is no harm done unless there is a mistake in

application to soils for which it is not meant, then preventive steps are being taken to prevent injury.

Shri C. M. Poonacha: Is it a fact that India is going to get in exchange for certain commodities 5,000 tons of ammonia sulphate from Russia?

The Honourable Shri Jairamdas Doulatram: I am not aware.

Shri C. M. Poonacha: Would the Government of India consider the advisability of importing ammonium phosphate instead of ammonium sulphate.

Mr. Speaker: Order, order. It will be suggestion for action.

Shri B. P. Jhunjhunwala: I was not asking whether there was difference of opinion on whether it should be used at all or not. My question was whether it is not being used in a field where it is not required and that instead of doing good it does harm and whether any such cases have been brought to the notice of Government and if so, what steps have been taken to stop it?

The Honourable Shri Jairamdas Doulatram: The fertilizers are used in the individual cultivators' fields, I think, under some kind of guidance of the provincial officers and of course, if the provincial officers do not know their business and mistakes are being committed, if any such particular instance is brought to my notice, I shall go into the matter.

Ruling re Putting of Questions on Newspaper Reports

Shri H. V. Kamath: Before we proceed with the day's business, on a point of clarification of the ruling given by you earlier in the day, may I know...

Mr. Speaker: As I have said, all these clarifications can be had outside the House and then I will explain to the House whatever I think is necessary. In fact, I may make this general observation that, whosoever wants to raise any point in respect of these matters, instead of directly raising the point in the House, if he just comes and have a talk with me, it will clarify many of the issues and we shall be saving the time of the House. There will be better understanding also.

Shri H. V. Kamath: If that be your ruling, Sir, I have nothing more to say.

(*b*) WRITTEN ANSWERS

PRODUCTION, IMPORT AND DISTRIBUTION OF IRON AND STEEL

*503. **Shri V. C. Kesava Rao:** (a) Will the Honourable Minister of Industry and Supply be pleased to state the total quantity of steel and iron imported into India during 1947-48 and the total quantity manufactured in India?

(b) What quantity has been distributed to:

(i) the Central Government;

(ii) Provincial Governments;

(iii) States;

(iv) Private industry; and

(v) Co-operative Societies?

The Honourable Dr. Syama Prasad Mookerjee: (a) The total quantity of steel imported into India and the quantity produced in India during the years 1947 and 1948 were as follows:

Year	Imports (Tons)	Production (Tons)
1947	53,000	893,000
1948	193,000	851,000

(b) A statement showing the distribution of steel during the years 1947 and 1948 is placed on the table of the House

STATEMENT

Allotment of Steel 1947-48

	Quota	Allotment in 1947.	Allotment in 1948
1.	Defence	...	5,900
2.	Railways.	376,802	217,296
3.	Industrial Maintenance and Packing.	119,500	80,574
4.	Steel Processing Industries.	211,760	204,614
5.	Government Development Schemes.	93,186	83,411.5
6.	Govt. Sponsored Housing Schemes.	...	10,511
7.	Industrial Development Schemes.	67,150	59,981
8.	Newspapers.	...	1,884
9.	Provincial Quota.	1,61,000	92,940
10.	States.	37,375	21,873
11.	Housing of Refugees.	...	8,350
12.	Exports.	8,700	23,500
13.	Harijans	..	20
14.	Emergency Reserve.	...	3,384.1
	Total ...	1,065,463	813,237.6

NOTE— There is no reparate quota for Co-operative Societies.

INCREASE IN YIELD OF SUGAR CANE AND PROTECTION TO SUGAR INDUSTRY

*504. **Dr. V. Subramaniam:** (a) Will the Honourable Minister of Agriculture be pleased to state whether it is a fact that experiments have shown that the present yield of sugar cane per acre can be increased twofold?

(b) Have any methods been found out for growing sugar-canes which may mature early and late?

(c) Is it a fact that the Indian Sugar Industry ie getting protection from the State, and if so, why and of what nature?

(d) Does that protection benefit the cultivator of sugar cane or the mills and how long will this protection be continued?

The Honourable Shri Jairamdas Doulatram: (a) Yes, the yield per acre can be doubled provided adequate quantities of manures are applied and proper facilities of irrigation are afforded.

(b) Yes.

(c) Yes. This is because of the fact that the cost of production of Indian sugar is much higher than that of foreign sugar. The total import duty on foreign sugar works out to Rs. 8-9-6 per maund.

(d) The protection is at present for the benefit of both the cane grower and the Mills as the free import of cheap foreign sugar would not only adversely affect the economy of the mills alone, but of the cane cultivators as well, who depend upon the mills for the utilization of their cane. The question of the continuance of protection to the sugar industry which is due to expire on the 31st March, 1949, is under examination by the Tariff Board.

DESTRUCTION OF TOBACCO FOR NON-PAYMENT OF TAXES

*505. **Shri B. N. Munavalli:** Will the Honourable Minister of Agriculture be pleased to state what quantity of tobacco was destroyed every year, during the period between the years 1942 and 1948, for non-payment of taxes?

The Honourable Shri Jairamdas Doulatram: In accordance with the rules in the Excise Manual, duty is not levied on waste tobacco and tobacco unfit for consumption or manufacture. Tobacco which is destroyed is only such tobacco as is unfit for consumption or manufacture. During 1947-48 about 67,561 maunds were destroyed. The figures for earlier years for the Indian Dominion

are not available. Government proposes to advise the growers to improve the methods of cultivation and processing by which the proportion of unmarketable low grade tobacco would be reduced. Government also intends to advise the producers to use such tobacco as manure as it is unfit for consumption or manufacture.

State-owned Factory for Manufacture of Electrical Goods

*506. **Shri B. N. Munavalli:** (a) Will the Honourable Minister of Industry and Supply be pleased to refer to the answer to starred question No. 680 asked on the 1st September, 1948 and state whether a final settlement has been arrived at between the Government of India and the representatives of certain foreign companies regarding heavy electrical machinery for the establishment of a state-owned factory in India for manufacturing electrical goods?

(b) If so, what are the names of those companies and to what countries do they belong?

(c) Do Government propose to place a copy of the agreement on the table of the House?

The Honourable Dr. Syama Prasad Mookerjee: (a) and (b). The Government have entered into an agreement with Messrs. Associated Electrical Industries (India) Ltd. of the U. K. and Messrs. International General Electric Company Inc., of the U.S.A. for drawing up project reports which will, *inter alia*, deal with possible sites for the location of the factory, the capital cost involved, categories of plant to be manufactured, raw materials required, and cost of production, etc. The project reports, are expected to be ready within the next six months.

(c) Copies† of the Agreements are laid on the table of the House.

Railway Accident near Kamarbandha Station, Assam

*507. **Srijut Kuladhar Chaliha:** (a) Will the Honourable Minister of Communications be pleased to state the number of persons killed and the number injured in the accident in November 1948 near Kamarbandha Station on the Assam Railway?

(b) What steps are Government going to take to prevent the recurrence of such accidents?

(c) Who is responsible for the supervision of this part of the railway track?

(d) When did the officer concerned supervise it?

(e) Were the fish plates properly fixed?

(f) Did the officer report that there was something wrong with the line and if so, when?

Shri Khurshed Lal (Deputy Minister for Communications): (a) Fourteen persons were killed on the spot and three died subsequently. The number of injured was forty.

(b) The Government Inspector of Railways is conducting the Statutory Inquiry into the accident and the steps to be taken to prevent the recurrence of such accidents will be decided on receipt of his report and his recommendations.

(c) The Permanent Way Inspector, the Assistant Engineer and the Executive Engineer.

(d) Prior to the accident, the portion of the line where the accident occurred was inspected by the Permanent Way Inspector on the 9th November, 1948, and by the Assistant Engineer on the 18th October.

† Not printed in the day's Debate. A copy has been placed in the Library of the House.—*Ed. of D.*

(e) and (f). The indication from the investigation so far made by the Government Inspector of Railways is that fish plates were properly fixed. There was no report that there was any thing wrong with the line.

OVER-BRIDGE AT MARIANI ON ASSAM RAILWAYS

*508. **Srijut Kuladhar Chaliha:** (a) Will the Honourable Minister of Railways be pleased to state whether Government are aware that though the overhead bridge at Mariani on Assam Railways was constructed long ago the staircase has not been completed till now owing to want of wooden planks?

(b) Are Government aware that about two miles away from Mariani there is a Government Forest Reserve where planks are available in large quantities?

(c) What steps are Government going to take for completing the bridge?

The Honourable Shri K. Santhanam: (a) Yes.

(b) Yes; an indent for the planks required for the overbridge has been placed on the Forest Department.

(c) Part supply of the planks has been received and has been utilised and the balance is expected shortly. The decking of the overbridge will be completed within three weeks from the receipt of timber at the site of work.

COUNTRY-BOAT BUILDING INDUSTRY AND INLAND WATERWAYS

*509. **Shri Moturi Satyanarayana:** Will the Honourable Minister of Transport be pleased to state:

(a) whether any committee or agency has been set up for exploring and investigating the possibilities of our inland waterways;

(b) whether any encouragement is being offered to the country-boat building industry;

(c) the total number of boats that are being used for inland waterway traffic; and

(d) whether Government contemplate any increase in the inland waterway traffic?

The Honourable Shri K. Santhanam: (a) No. Inland waterways and traffic thereon are provincial subjects. But the Central Waterpower Irrigation and Navigation Commission undertakes investigations and surveys of rivers and canals in connection with the multi-purpose river valley development projects and advises Provincial Governments regarding their navigational problems when required.

(b) Yes.

(c) The information is not readily available.

(d) As navigation forms an essential and important feature of all multi-purpose river valley development projects, an increase in the inland waterway traffic is expected to result when such schemes are completed.

MOTOR BOATS FOR PASSENGER TRAFFIC ON INLAND WATERWAYS

*510. **Shri Moturi Satyanarayana:** Will the Honourable Minister of Transport be pleased to state:

(a) whether any scheme is under the contemplation of Government to introduce motor-fitted boats for passenger traffic on inland waterways;

(b) whether any agency has been established or is proposed to be established to co-ordinate irrigation and transport in the navigable canals;

(c) whether Government propose to consider the advisability of diverting a portion of passenger traffic from railways to navigable rivers and canals; and

(d) whether Government propose to institute an Investigation Committee to find out the possibility of making navigation cheaper?

The Honourable Shri K. Santhanam: (a) No.

(b) An attempt at such co-ordination is being made in all new river valley projects under construction or investigation.

(c) No. Executive responsibility for "inland waterways and traffic thereon" rests with the Provincial Governments. Provision of steamer services for catering to passenger traffic on navigable rivers and canals is therefore primarily a matter for the Provinces to consider.

(d) There is no intention on the part of the Government of India to appoint an Investigation Committee at present.

MANUFACTURE OF VEGETABLE GHEE AND ITS EFFECT ON HEALTH

*511. **Dr. V. Subramaniam:** (a) Will the Honourable Minister of Agriculture be pleased to state whether any definite policy has been fixed by Government to encourage or discourage the manufacture of vegetable ghee now sold under different names?

(b) Was any research made as to its qualities and its action and reaction upon human beings?

(c) If not, do Government propose to create a body to test its qualities?

The Honourable Shri Jairamdas Doulatram: (a) The present policy of the Government of India as explained by the Honourable Dr. Rajendra Prasad in the Council of State on the 11th March, 1947 is not to encourage the expansion of the Vanaspati Industry beyond what Government is already committed to. Government have reserved their decision about the future of the Vanaspati Industry till they are in possession of conclusive evidence about the nutritive qualities or drawbacks of Vanaspati which is under investigation by Scientists.

(b) and (c). Yes, but the research carried out in the past has not been conclusive and further research is being done.

TRAFFIC BOTTLENECK AND RESTRICTIONS ON INTER-PROVINCIAL MOVEMENTS OF FOODGRAINS

*512. **Prof. N. G. Ranga:** Will the Honourable Minister of Food be pleased to state:

(a) whether the effects of the traffic bottleneck and restrictions on inter-provincial movements of foodgrains have been studied and if so, what is their magnitude; and

(b) what steps are being taken to see that greater rations are made possible with the available food stocks?

The Honourable Shri Jairamdas Doulatram: (a) There have been a few bottlenecks on railways making transport difficult but it has been possible on those occasions to make special arrangements in consultation with the Ministries of Transport and Railways for transporting controlled foodgrains under the basic plan and no serious inconvenience has been so far caused to recipient provinces. The movement of decontrolled foodgrains not falling under the basic plan is regulated by a special procedure under which consignments are registered at the despatching railway stations and special arrangements, when necessary, are made by the railway to move them as quickly as possible. A special study of the effects of traffic restrictions on inter provincial movement of decontrolled foodgrains has not been made.

(b) The scale of ration in each area depends on the food stocks available with them. Instructions have been issued to provinces and states to introduce maximum rationing, with a view to ensure equitable distribution of the available supplies, and the progress made in each area is being watched.

"WAR QUALITY" RAILWAY ENGINES RECEIVED FROM CANADA

*513. **Shri Mahavir Tyagi:** (a) Will the Honourable Minister of Railways be pleased to state whether it is a fact that half a dozen railway engines were recently received from Canada, but they were of a condemned "war quality" and could not be put on rails without extensive repairs?

(b) Is it also a fact that to put these recently received engines in proper order a number of old engines had to be dismantled and parts thereof used to supplement the missing parts of these new engines?

(c) How many more such new engines are still to come from Canada?

The Honourable Shri N. Gopalaswami Ayyangar: (a) Upto 15th January 1949, 19 new CWD locomotives ordered in 1947 were received from Canada. The reply to the remaining part is in the negative.

(b) No.

(c) As on 15th January, 1949, 131 more of such locos. were yet to be received from Canada.

TRAVELLING ALLOWANCES TO OFFICERS NOT ENTITLED TO GO BY AIR

*514. **Shri Satish Chandra:** Will the Honourable Minister of Food be pleased to state:

(a) whether it is a fact that many officers of the Ministry of Food and its subordinate offices who were not entitled to air-journey travelled by air during the year 1948, and that their travelling allowance bills had to be accorded *ex-post facto* sanction; and

(b) whether the practice of paying tonga-hire charges to class III servants for attending office on Sundays and other holidays or for sitting late due to pressure of work has been discontinued as a measure of anti-inflation drive?

The Honourable Shri Jairamdas Doulatram: (a) There was no such case in respect of officers stationed at headquarters. *Ex-post-facto* sanctions were, however, accorded in the case of certain officers in the subordinate offices but the distance covered was not short in any case and air journeys were undertaken at short notice to save public time or to avoid unsafe long rail journeys through Pakistan areas. A list of such cases is placed on the table of the House.

(b) Yes; this was done in pursuance of general instructions issued by the Ministry of Finance.

STATEMENT

'Ex post Facto' sanction to the Air Journeys issued in 1948

Serial No.	Name of the officer	Designation	Date of journey	Particulars of Journey	
				From	To
(1)	(2)	(3)	(4)	(5)	(6)
1.	Mr. U. Kumarayya	Dy. Regional Food Commissioner.	2-7-48	Madras	Visagapatam
			4-7-48	Visagapatam	Madras
2.	Mr. S. M. Basur	Addl. Regional Food Commissioner.		Bombay	Delhi
				Delhi	Bombay
3.	Lt.-Col. P. L. Anand	Director (Grains)	28-4-48	Bombay	Delhi
			30-4-48	Delhi	Bombay

(1)	(2)	(3)	(4)	(5)	(6)
4.	Lt. Col. P. L. Anand .	Director (Grains)	12-6-48	Bombay	Delhi
			17-6-48	Delhi	Bombay
5.	Mr. M. G. Ghooi .	Director (Grains)	16-5-48	Calcutta	Madras
			18-5-48	Madras and back to	Coimbatore Madras
			20-5-48	Madras	Calcutta
6.	Mr. B. Mukerji .	Dy. Regional Food Commissioner.	15-5-48	Calcutta	Gauhati
7.	Mr. B. Mukerji .	Dy. Regional Food Commissioner	17-7-48	Gauhati	Calcutta
			18-7-48	Calcutta	Delhi
			25-7-48	Calcutta	Gauhati
8.	Capt. N. Sen Gupta .	2nd Secretary Karachi.	10-2-48	Karachi and back.	Delhi
9.	Mr. B. D. Verma .	Movement Inspector	12-8-48	Karachi	Lahore
			15-9-48	Lahore	Karachi
10.	Mr. D. K. Jhangiani .	Movement Inspector	4-9-48	Karachi	Lahore
11.	Mr. D. K. Jhangiani .	Movement Inspector	21-10-48	Karachi	Lahore
			29-10-48	Lahore	Karachi
12.	Mr. A. P. Dube .	Dy. Regional Food Commissioner	24-11-48	Jodhpur	Delhi
			26-11-48	Delhi	Calcutta
			28-11-48	Calcutta	Delhi
			1-12-48	Delhi	Jodhpur
13.	Mr. P. D. Tayal .	Dy. Regional Food Commissioner	25-11-48	Delhi	Calcutta
			29-11-48	Calcutta	Benares
			1-12-48	Benares	Delhi

RESUMPTION OF TRAIN SERVICE BETWEEN RATLAM AND AJMER

*515. **Shri Sita Ram S. Jajoo:** (a) Will the Honourable Minister of Railways be pleased to state whether the Railway administration proposes to resume the 31 Up and 32 Down trains between Ratlam and Ajmer?

(b) If not, will the administration consider extending these trains from Ratlam to Neemuch only?

The Honourable Shri N. Gopalaswami Ayyangar: (a) and (b). When power is available, the reintroduction of 31 Up and 32 Down trains between Ratlam and Ajmer, or between Ratlam and Neemuch, will be considered along with other trains, which were similarly cancelled during the war.

WATER SUPPLY IN SUMMER AT STATIONS BETWEEN AJMER AND KHANDWA

*516. **Shri Sita Ram S. Jajoo:** (a) Will the Honourable Minister of Railways be pleased to state whether the attention of Government has been drawn to the fact that in summer most of the water taps in the railway-stations on the meter-gauge railway between Ajmer and Khandwa are blocked?

(b) If so, what alternative arrangements for water supply are under consideration of Government?

The Honourable Shri K. Santhanam: (a) The information available with Government is that these water taps are kept open at train times.

(b) Does not arise in view of the reply under (a).

OVER-BRIDGES AT GWALIOR AND INDORE LEVEL CROSSINGS

*517. **Shri Sita Ram S. Jajoo:** (a) Will the Honourable Minister of Railways be pleased to state what steps have been taken or are being taken to construct overbridges at Gwalior and Indore level-crossings?

(b) If no steps have been or are being taken, do Government propose to consider this question?

The Honourable Shri K. Santhanam: (a) Negotiations for the construction of an overbridge at Gwalior are being finalized. The cost of the proposed overbridge is to be shared by the G. I. P. Railway and the Madhya Bharat Government, whose approval to the incidence of cost is awaited. In regard to this

overbridge at Indore, plans and estimate are under preparation by the B.B. and C.I. Railway.

(b) The question does not arise.

NATIONALISATION OF SHIP-BUILDING YARD AT VIZAGAPATAM

*518. **Shrimati G. Durgabai:** Will the Honourable Minister of Industry and Supply be pleased to state whether it is a fact that Government have decided to nationalise the Ship Building Yard at Vizagapatam at an estimated cost of four crores of Rupees?

The Honourable Dr. Syama Prasad Mookerjee: Government have approved the principle that the Vizagapatam shipyard should be acquired by the State, subject to satisfactory terms and conditions being agreed upon. The matter is now under examination and no final decision has yet been taken.

GAZETTED AND UPPER SUBORDINATE OFFICERS IN M. AND S. M. RAILWAY

*519. **Shrimati G. Durgabai:** Will the Honourable Minister of Railways be pleased to state the number of Gazetted and Upper Subordinate Officers in the Madras and Southern Mahratta Railway?

The Honourable Shri N. Gopalaswami Ayyangar: The numbers of Gazetted Officers and Upper Subordinates on the M. and S. M. Railway are 165 and 626 respectively.

IMPROVEMENTS OF STATIONS ON M. AND S. M. RAILWAY

*520. **Shrimati G. Durgabai:** Will the Honourable Minister of Railways be pleased to state whether any improvements have been made to any station on the Madras and Southern Mahratta Railway during the last 15 years and has any station been remodelled?

The Honourable Shri N. Gopalaswami Ayyangar: During the last fifteen years, eight stations have been remodelled and various improvements effected to 73 other stations.

HARDSHIPS TO PASSENGERS ON M. AND S. M. RAILWAY

*521. **Shrimati G. Durgabai:** Will the Honourable Minister of Railways be pleased to state whether Public Relations Officers have been advised to go on the line and examine the hardships caused to the passengers for want of proper facilities and if so, has any report been submitted by them?

The Honourable Shri N. Gopalaswami Ayyangar: It is not his duty to go on the line and examine the alleged hardships caused to the passengers. His duty is to maintain liaison with public bodies newspapers and the likes. It is the duty of the Traffic Officers to enquire into such matters.

COMMODITIES UNDER CONTROL IN CENTRALLY ADMINISTERED AREAS

*522. **Lala Raj Kanwar:** Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the names or kinds of commodities consumed in the Centrally Administered Areas, the production, procurement or distribution of which is at present under control; and

(b) the nature of control exercised in respect of each such commodity?

The Honourable Dr. Syama Prasad Mookerjee: (a) and (b). I place two statements on the table of the House.

STATEMENT I

List of commodities consumed in the Centrally Administered areas the production, procurement or distribution of which is under control

1. All food grains, *viz.*, paddy, rice, *bajra*, *jowar*, maize, gram, barley and ragi.*
2. Cotton, cloth and yarn.

3. Paper.

4. Newsprint.

5. Coal and Coke.

6. Iron and Steel (including scrap, defectives and cuttings).

7. Cement.

8. Kerosene oil and High Speed Diesel.

9. Petrol.

10. Salt.

* These items are generally controlled in the centrally administered areas except in the case of the Andaman and Nicobar Islands where rice and wheat which are supplied by the Food Ministry are controlled.

STATEMENT II

Nature of control exercised in respect of the commodities enumerated in the Centrally Administered Areas

1. *Food Grains.*—(i) *Delhi.*—The export and import of all foodgrains into and out of Delhi are prohibited except under permits issued by the local authorities. Their purchase, sale and storage for sale in quantities exceeding 10 mds. are prohibited except under a permit. Wheat, rice, maize, barley and gram are rationed.

(ii) *Coorg.*—Coorg is surplus in paddy and exports are made on Government account under Central Basic Plan. The purchase of rice, paddy and ragi, sale and storage for sale in excess of ten maunds are prohibited. Export of these foodgrains as well as wheat and gram which are distributed from imports on Government account are prohibited.

(iii) *Ajmer-Merwara.*—The export of all foodgrains is prohibited and their purchase, sale or storage exceeding twenty maunds are subject to licensing by the Government. Rice, wheat, barley, gram and maize are rationed.

(iv) *Kutch.*—Detailed information is not available. Rice, wheat, *bajra*, milo and gram are under ration.

(v) *Himachal Pradesh.*—The purchase, sale and storage in quantities exceeding 10 mds. of wheat, rice, paddy, maize, gram and barley and their exports outside except under a licence are prohibited.

(vi) *Andaman and Nicobar Islands.*—Rice and wheat are under ration.

2. *Cotton, Cloth and Yarn.*—(i) *Cotton.*—There is control over the prices of cotton wherein the floors and ceilings have been fixed. All the Centrally administered areas have been asked to fix up the floor and ceiling prices accordingly for the year 1948-49.

(ii) *Cloth and Yarn.*—There is control over prices, production and distribution of cotton textiles.

3. *Paper.*—Central control is exercised in regard to production, distribution, consumption and price.

4. *Newsprint.*—Under the Newsprint Control (No. 2) Order, 1947, which extends to all the provinces of the Dominion of India including the Centrally Administered Areas, the use of newsprint is restricted to the printing of newspapers. The said Order fixes the maximum number of pages and the minimum, maximum prices of daily newspapers and the maximum percentage of space for advertisement matter. Unrestricted use of newsprint is now allowed for purposes other than the printing of newspapers. Maximum retail prices at which newsprint can be sold in the country are also fixed. Import of newsprint from dollar area is subject to licencing. Imports from sterling and soft currency areas are covered by Open General Licence.

5. *Coal and Coke.*—The control over production and distribution is exercised under the Colliery Control Order, 1945 which was originally issued in 1944 under the Defence of India Rules but which now continues to be in force by virtue of the powers assumed by the Central Government under the Essential Supplies (Temporary Powers) Act, 1946.

The present control broadly covers:

(1) Regulation of production, despatches and distribution of coal/coke from collieries.

(2) Fixation and revision of pit-head prices of coal/coke and the middlemen's commission.

(3) Collection of statistics from colliery owners regarding raisings/despatches/stocks, etc.

(4) Regulation and control over the fragmentation and opening and re-opening of mines.

The centrally administered areas have been delegated powers to make orders under section 3 of the Essential Supplies (Temporary Powers) Act, 1946 in the following matters in respect of coal/coke allocated to them each month by the Central Government :—

(i) to fix the prices of coal/coke on the basis of the statutory prices fixed by the Central Government, for retail sale-domestic purposes, etc., in the local market;

(ii) to regulate distribution and allocation of coal/coke supplies against the quota allotted by the Central Government;

(iii) to requisition and acquire stocks of coal/coke lying with a consumer/stockist who received his quota out of local administration's allotments and supply the same to important consumers to avoid closure of essential services; and

(iv) to requisition and acquire coal/coke stocks of consumers receiving supplies from Central Government quota with the permission of the Central Government.

6. *Iron and Steel.*—Control over production and distribution of steel and scrap is exercised under (i) the Iron and Steel (Control of Production and Distribution) Order, 1941 and (ii) Iron and Steel (Scrap Control) Order, 1943. The main provisions of these control orders are the following :—

No steel or scrap can be acquired by consumers from producer or stockholders, and no steel or scrap can be disposed of by producers and stockholders, except under the authority of an order issued by competent authority.

The Iron and Steel Controller or an officer empowered in this behalf can direct the sale of any iron and steel or scrap, acquire without his permit, prohibit removal of any stock of steel and demand any information from any person holding stocks of steel or scrap for the purpose of enforcement of control.

Prices are different for different types of steel and scrap and are fixed by notification in the official Gazette No person can sell or buy any iron or steel or scrap at prices exceeding those fixed by the Controller.

The iron and steel or scrap in respect of which the relevant control order is contravened can be confiscated.

The Controller regulates the production of steel in accordance with the country's demand. He also regulates the creation of new productive capacity.

7. *Cement.*—There is no Central Statutory control over cement. All Provincial Governments (except Assam) and Delhi Administration however, have enforced statutory control within their respective areas. This control relates to distribution and prices. Central Government also exercise informal control through an agreement with the producers whereby delivery of cement is made by them only against permits issued by officers appointed by Government for that purpose.

8. *Kerosene Oil and High Speed Diesel Oil.*—Distribution and price controls on kerosene are exercised by the Chief Commissioners in their respective areas under powers delegated to them by the Government of India under the Essential Supplies (Temporary Powers) Act, 1946.

Distribution control in respect of High Speed Diesel Oil is exercised through Messrs. Burmah-Shell Oil Co. Limited, Standard Vacuum Oil Co., Caltex (India) Limited, Indo Burma Petroleum Co. and Burma Oil Co. (India Trading) Limited who have been directed to distribute the commodity in accordance with the priority list attached.

9. *Petrol.*—Only distribution is controlled *i.e.*, civil consumption is restricted to the limit of sanctioned allocation.

10. *Salt.*—The production of salt in units of over 10 acres requires a license in centrally administered areas as in the case of Provinces. Price and distribution of salt is controlled in Delhi, Ajmer-Merwara and Coorg.

ANNEXURE

REVISED HIGH SPEED DIESEL OIL CONTROL PRIORITY LIST

Priority I.—Defence Services, C. P. W. D. (Aviation Wing), Port Trusts (for dredging operations), Aircraft Manufacture (Hindustan Aircraft Limited), Oil Companies' own use, Bunkers to ships and Port Craft, Aeronautical Communication Services, Posts and Telegraphs Services.

Priority II.—Production of food by irrigation or ploughing and procurement of fish by Government or private parties, refrigeration for conservation of food sponsored by Government, Hydel projects. Railways, Water Works and Electric Supply Undertakings. Fertiliser Factories and Gold Mines.

Priority III.—Mining and quarrying, Sugar Mills, Public Transport Companies, Road Construction Works, Construction of new towns, Construction Works—factories, housing, etc., Steel Rolling Mills, Textile Mills & Oil Mills, Engineering Workshops, Glass Industries and Chemical Industries.

Priority IV.—Such users, as River Transport, Dairies, Ice Factories, Rice and Flour Mills, Distilleries, Universities and Institutions, Cinemas, Private Lighting Sets and other parties not covered by Priorities I, II and III.

Note.—Any *ad hoc* supply required for a special purpose not covered by the above list will be referred to Petroleum Officer for consideration and sanction, if necessary.

ALLOCATIONS

INITIAL ALLOTMENT:

Priority I.—All parties to be allotted their full estimated requirements during 1948.

Priority II.—All parties to be allotted upto 75 per cent. of their estimated requirements during 1948.

Priority III.—All parties to be allotted upto 50 per cent. of their estimated requirements during 1948.

Priority IV.—No allotment.

SECOND ALLOTMENT: (Provided any quantity is left over after the initial allotment has been made).

Priority II.—All parties to be allotted their full estimated requirements during 1948.

Priority III.—All parties to be allotted upto 75 per cent. of their estimated requirements during 1948.

Priority IV.—All parties to be allotted upto 50 per cent. of their estimated requirements during 1948.

THIRD ALLOTMENT: (Provided any quantity is left over after the initial and second allotments have been made.

Priorities III and IV.—All parties to be allotted their full estimated requirements during 1948 in order of priority.

GENERAL EXPLANATIONS AND RULES FOR GUIDANCE

1. Percentage allocations as given above are fixed on the assumption that supplies during 1948 will be available at a rate greater than the quantity consumed during 1947. Percentages may be revised, if necessary, on the basis of the total quantity available for distribution.

2. Estimated requirements during 1948 will be based normally on the Oil Companies assessment of consumption except in respect of Defence Services. Any disagreement in this connection may be referred to Government (Petroleum Division) which will endeavour to settle the issue after consulting trade associations if any, or Government Departments concerned, such as the Textile Commissioner, Electrical Commissioner, Railway Board, Ministry of Agriculture, etc., etc.

3. Quarterly quotas will be allocated to individual consumers which should be uplifted in equal monthly instalments unless the oil companies find it convenient to make one single delivery to suit stock and transport availability. Any quota or part of a quota not drawn by any consumer at the end of the quarter for any reason whatsoever, will lapse and will be made available for other consumers in the agreed order of priority.

UNSTARRED QUESTIONS AND ANSWERS

FOODGRAINS IMPORTED INTO INDIA

28. Shri K. Hanumanthaiya: (a) Will the Honourable Minister of Food be pleased to state the quantities of different kinds of foodgrains that were annually imported into India for the last eight years?

(b) What are the countries from which the said foodgrains were imported?

(c) What are the amounts of money expended for the purchase of the said foodgrains and their transhipment, and on other charges, stating the amounts separately under each head?

The Honourable Shri Jairamdas Doulatram: (a) to (c). A statement showing the requisite information is placed on the table of the House. The details regarding sources of supply prior to September 1948 when imports began on Government account are not available.

Statement showing the quantities of food grains imported into India from 1941-42 to 1948-49 and their value

Quantities in '000 tons, Values in lakhs of rupees

Commodity	1941-42				1942-43			
	Countries from which imported	Quantity	Cost	Freight	Countries from which imported	Quantity	Cost	Freight
Wheat	Not known	(—)173*	Not known		Not known	(—)11*	Not known.	
Wheat Flour	Do.	(—)87*	Do.		Do.	(—)14*	Do.	
Semolina	..	..	..		..		..	
Rice	Not known	711*	Not known		Not known	(—)212*	Not known	
Millets	Do.	(—)5*	Do.		Do.	(—)6*	Do.	
Barley	Do.	(—)1*	Do.		..	..	..	
Maize			..				..	
Milo	..				..	..	..	
Oats	..	..	..		..	..	..	
Total	..	445*	Not known		..	(—)243*	Not known	

*These figures represent private imports and have been taken from the Sea-borne Trade Statistics. Their value is not known.
Minus figures represent net exports.

	1943-44			1944-45		
Wheat	Not known (—)208* Australia 171 Canada 5	Not known 199	135 Australia U. S. A./Canada Persia	515 148 1	943	493
	176			664		
Wheat Flour	Not known 7* Australia 18	Not known 22	14 Australia	62	89	51
	18			62		
Semolina	..	..	..	..	..	..
Rice	Not known (—)24*	Not known	..	..	..	..
Millets	Do. (—)9*	Do.	..	..	..	..
Barley	Do. 126* Iraq 128	Do. 412	52 ..	..	..	..
	128					
Maize	South Africa 4	8	2			..
	4					
Milo	..	..	..	..	..	..
Oats	..	..	..	..	..	..
Total	.. (—)106* 326	Not known] 641	203 ..	726	1,032	544

*These figures represent private imports and have been taken from the Sea-borne Trade Statistics. Their value is not known.
Minus figures represent net exports.

Commodity	1945-46 Countries from which imported	Quantity	Cost	Freight	1946-47 Countries from which imported	Quantity	Cost	Freight
Wheat	Australia	36	1,818	572	Australia	375	2,907	719
	U. S. A.	394			U. S. A.	606		
	Canada	426			Canada	106		
					Turkey	38		
		856				1,085		
Wheat Flour					Australia	134	538	89
					U. S. A.	37		
					U. K.	4		
						175		
Semolina		..	..	..		..		
Rice	Burma	75	184	26	Burma	270	1,362	216
					Siam	26		
					French Indo China	11		
		75			Brazil	73		
					Indonesia	36		
						416		
Millets	..				Argentina	20	216	40
					Egypt	40		
					Abyssinia	2		
					Australia	1		
					Iraq	8		
						71		

Barley				Australia	18			
				Turkey	99			
				Argentina	18	321	146	
				Egypt	7			
				Iraq	123			
					265			
Maize				U. S. A.	116			
				Burma	6	994	279	
				Argentina	258			
					379			
Milo				U. S. A.	166	352	121	
					165			
Oats				Canada	32	100	C.T.F.	
					32			
Total		931	2,002	698	2,578	7,290	1,601	

Commodity	1947-48 Countries from which imported	Quantity	Cost	Freight	1948-49 upto Dec. 1948. Countries from which imported	Quantity	Cost	Freight
Wheat	Australia	287			U. S. A.	282		
	U. S. A.	325			Australia	487		
	Turkey	60			Argentina	80		
	Abyssinia	3	2767	419	East Africa	5	3,157	511
	East Africa	15			Russia	48		
	Argentina	49			Canada	7		
		739				909		
Wheat flour	Australia	5			U. S. A.	55		
	U. S. A.	94	1,072	147	Australia	59	540	79
	Canada	104			Canada	5		
	Ceylon	16						
		219				119		
Semolina		..			Australia	8	48	6
						8		
Rice	Burma	432			Burma	351		
	Siam	45			Siam	137		
	French Indo China	2			Brazil	52		
	Brazil	9			Pakistan	32		
	Egypt	40	2,774	258	Egypt	59	3,498	265
	Mineo	10			French Indo China	10		
	Equador	17						
	Pakistan	88						
		698				641		

Millets	Australia	1			East Africa	4			
	Abyssinia	8			Argentina	4			
	Iraq and East Africa	12	59	4	Iraq	2	33	6	
	Ceylon	1			Abyssinia	1			
		22			Australia	1			
						12			
Barley	Australia	2			Argentina	30			
	Argentina	174	566	130	Australia	8	123	25	
	Iraq	19				38			
		195							
Maize	Burma	11			Argentina	34	115	24	
	Argentina	374				34			
	Abyssinia	1	976	278					
	E. Africa	23							
	Turkey, Iraq and Eden	6							
		414							
Milo	U. S. A.	465	1,115	310	U. S. A.	135	234	89	
	Ceylon	9				135			
		474							
Total		2,656	2,329	1,546		1,896	7,746	995	

PRODUCTION OF SILK YARN AND SILK FABRICS

29. Shri K. Hanumanthaiya: (a) Will the Honourable Minister of Industry and Supply be pleased to state the quantity of silk yarn and silk fabrics produced in India during the years 1936-37, 1937-38, 1938-39 and also 1942-43, 1944-45, 1945-46, 1946-47 and 1947-48?

(b) What were the prevailing prices of silk yarn and fabrics during the years referred to above?

The Honourable Dr. Syama Prasad Mookerjee: (a) and (b). Statements (I and II) are placed on the table of the House.

STATEMENT I

Production of Raw Silk and Sil Fabrics in India.

Financial Year.	Production of raw silk.	Production of silk Fabrics (in million yards)
	(in lbs.	
1936-37 .	1,226,000	30·0*
1937-38 .	1,500,000	34·1*
1938-39 .	1,000,000	23·2*
1942-43 .	1,724,000	10·5
1944-45 .	1,993,000	12·0
1945-46 .	2,000,000	12·4
1946-47 .	2,100,000	17·0
1947-48 .	2,155,000	17·5

*The production of silk fabrics during the pre-war years was more on account of larger imports of raw silk.

STATEMENT II

(i) *Prevailing Prices of Raw Silk per lb.)*

1936-37 .	Rs. 3 15 to Rs. 5 12	Prices for Charka raw silk. Those for Filature raw silk are not available.
1937-38 .	Rs. 4 2 to Rs. 6 11	
1938-39 .	Rs 3 9 to Rs. 4 8	
1942-43 .	Rs. 15 to Rs. 16	Prices for Filature raw silk. Those for Charka raw silk are not available.
1944-45 .	Rs. 25 to Rs. 30	
1945-46 .	Rs. 25 to Rs. 30	
1946-47 .	Rs. 37 8 to Rs. 43 8	Filature raw silk.
	Rs. 32 8 to Rs. 34	Charka raw silk.
1947-48 .	Rs. 25 6 to Rs. 32 3	Filature raw silk.
	Rs. 15 to Rs 24	Charka raw silk.

(ii) *Prevailing prices of Silk Fabrics* (per yard.)

	Shirtings.	Suiting.
1936-37 .	. Re. 1 2 to Rs. 2 8	Rs. 2 to Rs. 4 12
1937-38 .	. Rs. 1 2 to Rs. 2 8	Do.
1938-39 .	Do.	Do.
1942-43 .	. Rs. 2 1 to Rs. 4 8	Rs. 5 1 to Rs. 6 10
1944-45 .	. Rs. 5 8 to Rs. 12	Rs. 13 8 to Rs. 23
1945-46 .	. Rs. 7 to Rs. 15	Rs. 16 to Rs. 30
1946-47 .	. Rs. 7 to Rs. 15	Rs. 14 to Rs. 25
1947-48 .	. Rs. 6 to Rs. 15	Rs. 12 to Rs. 20.

PERMITS FOR IMPORT OF FOOD FROM EAST PUNJAB INTO MADRAS

30. Master Nand Lal: (a) Will the Honourable Minister of Food be pleased to state the amounts of permits for importing food from East Punjab to Madras granted in 1948 to each of the firms and individuals of the following categories together with their names:

(i) firms or the individuals dealing witb import business before the partition of India;

(ii) firms or individuals dealing with import buainess of food after the partition of India;

(iii) firms or individuals who have atarted their business witb these permits; and

(iv) firms or individuals who are refugees?

(b) On what basis have applications for permits been accepted or rejected?

The Honourable Shri Jairamdas Doulatram: (a) and (b). Export of cereals from one Province to another has been on Government account and no question of permits arises. The honourable member is presumably referring to permits for the export of gram which was moved on trade account. It was for the East Punjab Government and not the Central Government to issue these permits and I do not possess the information asked for.

PRODUCTION, CONSUMPTION, EXPORT AND IMPORT OF COTTON AND WOOLLEN CLOTH

31. Pandit Mukut Bihari Lal Bhargava: Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the total yardage of cloth—cotton and woollen of all varieties—produced in India during the year 1947-48;

(b) the total yardage exported to Pakistan and other foreign countries;

(c) the total yardage imported into India from foreign countries; and

(d) the total yardage of annual consumption of cotton and woollen cloth in India?

The Honourable Dr. Syama Prasad Mookerjee: (a) to (d). A statement is placed on the table of the House.

STATEMENT

	Total quantity of cloth of all varieties produced in India during 1947-48 (In yards)	Quantity of cloth exported. To Pakistan (In yards)	Quantity of cloth exported. To other Foreign countries. (In yards)	Quantity of cloth imported in India from foreign countries. (In yards)	Quantity of annual consumption of cloth in India. (In yards)
1. Cotton	*5,077,827,000	†383,660,000	246,407,000	35,662,000	‡4,443,412,000
2. Woollen	5,000,000	11,719	779,844	3,363,000	7,600,000 (Approximately)

* This includes a quantity of 1,200,000,000 yards of Handloom cloth.

† In compliance with the standstill agreement with Pakistan the usual allocation of cloth quota to Provinces which comprise Pakistan was being continued, after partition till 31st December 1947. As a result of this continuance of making allocations after partition this quantity of cloth was allotted to Pakistan.

‡ (Cloth produced + cloth imported) *minus* (cloth exported + defence offtake.)

Friday
18th February, 1949

THE CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART II —PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Official Report

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(1st February, 1949 to 23rd February, 1949)

Fourth Session
OF THE
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1949

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CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES.

(PART II—PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS).

Friday 18th February, 1949

The Assembly met in the Assembly Chamber of the Council House at a Quarter to Eleven of the Clock, Mr. Speaker (The Honourable Mr. G. V. Mavalankar) in the Chair.

QUESTIONS AND ANSWERS

(See Part I)

11.45 A. M.

THE RAILWAY BUDGET—GENERAL DISCUSSION.

FIRST STAGE

Mr. Speaker: Honourable Members have already been informed by a Circular last night about the allotment of Monday, the 21st February for the General Discussion of the Railway Budget in addition to today which was already allotted for this purpose. The revised programme in connection with the various stages of the Railway Budget will thus be as follows:

Today and Monday the 21st February	General discussion
Tuesday, the 22nd and Wednesday the 23rd February.	Voting of Demands for Grants

The House will now proceed with the General Discussion of the Railway Budget. Before the General Discussion of the Railway Budget commences, I have to announce to the House that under Rule 83, I fix the maximum time-limit for speeches as 15 minutes for each honourable member excepting the Honourable Minister of Railways for whom 45 minutes or more will be allowed, if necessary. In view of the large number of speakers, I would request Members just to make their remarks to the point and see that they finish their speeches by about ten minutes time. Otherwise, so many honourable members desiring to speak will have to be disappointed.

Shri B. Das (Orissa: General): Sir, throughout the speech of my honourable friend Mr. Gopalaswami Ayyangar, there was a spirit of buoyancy and a tone of confidence which augurs well. I hope that when the time comes for the Honourable the Finance Minister to come out with his Budget, he will also speak in that tone of confidence saying that so far as public finances go all is well. That too will be a good auguary for India. It will shew India public finances have turned the corner.

[*At this stage Mr. Speaker vacated the Chair, which was then occupied by Mr. Deputy Speaker (Shri M. Ananthasayanam Ayyangar)*].

Sir, the Minister for Railways characterised his Budget as an austere Budget. Though the revenues have been underestimated, the provision made for the staff is not austere. The wages and salary bills amount in all to Rs. 67 crores for people who always threaten him with loaded pistol. They threaten to see that the entire transport system of India does not function. At this stage I express my thankfulness to God that Mr. Jaiprakas Narain has called off the strike and has condemned the communists for their attitude. Sir, I am glad that the socialist leader has considered the railways as a national asset and is not going to use the strike weapon for accession to political power. I hope the communists will take the warning given by Shri J. P. Narain and that the Members of this House...

Maulana Hasrat Mohani (U. P.: Muslim): Who is he to warn?

Shri B. Das: The sole voice of a communist is heard here! Mr. J. P. Narain has stated that they must think of their country and not seek inspiration from outside.

Sir, there has been an under-estimate of receipts for the year 1949-50. It will not be less than 220 crores. The receipts will be much higher than 206 crores as estimated by my honourable Friend. I am sorry that my friend Mr. Santhanam, the redoubtable critic of the railway administration has been captured and elevated to his side by my honourable Friend Shri Gopalaswami Ayyangar. He is caged here. I hope that from his place on the Treasury Benches he will add his voice in support of those who criticise the railway administration when necessary.

I notice that on the expenditure side the estimates are rather high. I hope that my honourable friend will see to it that expenditure does not go higher still and it should not. I also venture to hope that the trade union leaders on the floor of this House and outside will agitate and make the railway labour which is earning highest wages now give some adequate return and decent return to the State by improving production.

My hon'ble friend has been very apologetic when he referred to production and to the willingness of the workers to work and produce more. As a result of the Rajadhyaksha Report 74,000 more people must have to be given employment. The labour world should see the advantage they have secured and must make efforts to increase production.

I may at this stage refer to the Indian Railway Enquiry Committee and its recommendations and pay my warm tribute to the two Chairmen, veteran Members of this House Mr. K. C. Neogy who worked at the early stages of the Committee's labours and to my esteemed friend Pandit Hirday Nath Kunzru for the historic report he has produced. For years this report will be the *magna carta* of railway finances and railway economics in India.

Whether there will be contribution to the general revenues from the Railway Budget is a moot question. In spite of the dissenting minute to the report of the Enquiry Committee by the labour representative in view of the heavy borrowings by the Government of India over these Railways, I agree with the recommendations of the Committee. I congratulate the Railway Enquiry Committee for coming to the decision that there should be contribution to the general revenues. I have always fought for it and I am glad that that prinoiple has been accepted. As regards what that contribution should be, the Honourable the Railway Minister has announced that he will appoint a committee to look into it and also to look into the question of the depreciation reserve to be provided.

Sir, I am surprised and I think my Honourable Friend is ill-advised in thinking that the surplus should go for replacements because his predecessors in office under the Foreign rule did not provide for adequate replacements when they worked the locomotives and other things instead of 8 hours a day, throughout the 24 hours of the day during those fateful war years. Sir Edward Benthal knew all the time that he was quitting India and went on destroying and deteriorating our Railway assets. Sir, luckily his hope his pious wish has not been fulfilled! I am not going to subscribe to the theory that depreciation should be increased. There are other means by which deflation can take place. I must express my firm view whether the recommendation of supplying 22 crores of depreciation per annum for the next three years the House will accept I say it is no use introducing anything like that in the Budget and if

the Honourable the Railway Minister wants such definite assurances, let him bring a resolution and let us have a full discussion on the question whether the annual depreciation charges would be somewhere in the neighbourhood of 8 or 9 crores or 22 crores for the next three years.

The Railway Enquiry Committee has recommended a Statutory Railway Authority. I was one of those who have stoutly opposed it from 1930. Now that my Government is my own, there is no handicap on the Railways that every order shou'd pass through the United Kingdom, unless we will it so. In the present world situation, we are bound to buy our locomotives from the U. S. A., the United Kingdom and Germany. I am not opposed to it and I think the Statutory Railway Authority should be set up at an early date. Perhaps my inclination today after studying those two huge volumes—though I have not been able to study them thoroughly during the two days that was available to me—is that there will be general economy if there is a Statutory Railway Authority.

That brings me to the controversial question whether audit and accounts should be separated. It was done by those former alien fellows, who wanted to have full play with Railway finances, but today to read in this report that the satraps of the different State Railways are chary to hand over their financial advisers and their Accounts Officers to the Finance Ministry or the Auditor-General I think, they have to change their attitude or life, and they need not think that they have inherited all the bureaucratic ideas an' temper that the former railway bosses were accustomed to.

That also raises the other question: The Railway Enquiry Committee has pointed out that the Financial Commissioner has at times not exercised complete independent judgment and discretion, because he has no independent office and his staff is spread over the Railway administration. I noted somewhere that the Financial Commissioner should have independent research and independent attitude and I do hope the Finance Minister will note that and will allow the Financial Commissioner of Railways to have an independent office-room in the Finance Ministry apart from his office-room in the Raiway Ministry.

I find that the Railway Enquiry Committee wants researches, statistical researches and other researches. But I want the Honourable Minister of Railways not to duplicate things, not to duplicate or multiply statistical researches in each Railway, not to duplicate them in the Railway Board and also in the different Ministries of the Government of India. We have heard that the Government of India want to introduce a Statistical Commission, where statistics should be correlated to the statistics of all the Departments of the Government of India by the various research Departments of the various Ministries of the Government. My honourable Friend, the Minister of Railways should bear that in mind and not go into extravagant expenditure.

I have one word about production. At an early stage, I have said labour is not producing what is required of it. Labour instead of being satisfied with the expenditure of 70 crores spent on salaries and wages, wants all the surplus money to provide for its welfare and comforts. It is high time all railway appliances, locomotives and everything else from a screw to a coupling—should be produced in India and for that labour in our workshops should work and do certain minimum amount of work. I am not satisfied that they are doing it. It is for my honourable friend to put to the labour leaders inside and outside the House, whether they mean India should completely manufacture the railway appliances and whether labour means to work instead of agitating for four hours of work, and as I said last year: "more pay and no work".

12 Noon

[Shri B. Das.]

Sir, talking about locomotives, my honourable friend the Railway Minister had changed the name of 'Mihijam' into 'Chittaranjan'. I do not know if the Congress Working Committee or the Cabinet decided it, but to me 'Chittaranjan' itself does not convey the name of the town, but, however, it is a very small matter, but if you want to honour the founder of the Swaraj Party and the great Swaraj leader, Deshbandhu Chittaranjan Das, there are other means for my Congress Government to honour him. (*Prof. N. G. Ranga*: 'This itself is very good.') I put a question why we should go in for manufacturing coaches and others from steel sheets and establish a new workshop. You simply forget that Tata Steel will not be able to supply sufficient steel There is such a shortage of steel in the country nay all over the world: Have you not learnt the lesson of economy from the Indian States, which incidentally have merged into the Indian Union? I have travelled in most of the States and their carriages may be old-fashioned, but they are made of timber; they are made locally; they were not controlled by British Managers, who wanted to import everything from the United Kingdom. I would like my honourable friend to travel in Jodhpur State and see these first-class coaches; it may be of timber: it employes workmen here and built of Indian timber. What do we care for the highest efficiency when my standard of income is only Rs. 60 to Rs. 100 *per capita*, while the standard in U.S.A. is Rs. 1,200 to Rs. 1,500 *per capita*? These are things which have to bo horne in mind before my honourable friend the Railway Minister—though I have called him my austere friend—should jump into expenditure and introduce extravagant workshops, which will only cater for certain high-class societies and which will only buy larger and larger amount of foreign goods, which we do not want in this country and for which we have to supply bard currency.

I am alarmed that the Railways employ nearly 900,000 men. Perhaps they are the largest employer in the world. I am alarmed and my friends the labour leaders, the socialists outside, the communists inside and outside, they must ponder what huge extravagance, in manpower there is by employment of so large number of men. How does it compare with the U.S.A. Railways? How does he compare with even U.S.S.R., from which country my reverend friend, Maulana Hasrat Mohani, draws his inspiration, whether they employ such a large number of people, who are always demanding minimum hours of work and put obstruction at every stage over production and Railway economy? While talking of economy, I may say that only recently the Railway Enquiry Committee recommended various measures of economy and these must be accepted.

When Swaraj came, the ticket collectors grew slack and never checked the tickets. It is no use saying that the crew system has been abolished. I have travelled widely these days; I have never been asked to show my ticket. If that is the general mentality of laxity on the part of the ticket checking staff, how can ticketless travel be checked and how can economies be effected. I am sorry to find that the United Provinces has the largest number of ticketless travellers and I hope my friends from the United Provinces when they speak will justify why their people violate such a moral law. I am glad that the United Provinces Government is doing everything in their power to check ticketless travel.

Maulana Hasrat Mohani: Why are the trains so over-crowded? Is that not immoral?

Shri B. Das: The existing ticket checking staff should be made to work and they should not think that swaraj means no work, but more dearness allowances and more grain-shop allowances. I am glad that after one and a half years, we have got a true picture of the railway transport economy from my honourable friend, who, as I said in the beginning has brought us

a tone of confidence. But, no railway, no transport company will succeed if it is only meant for pampering to the labour community and the employees. State Railways have proved disastrous, because, the moment a company managed railway becomes a State railway, it increases the salary of the employees to the Lee Commission level, something like thirty or forty per-cent more than the previous level. This is a disastrous thing which my honourable friends the labour leaders will have to examine. I think the time is ripe when the labour leaders will have to answer the question whether State-owning is only to pay more money to Railway employees and thereby destroy the very nucleus of commercial management of railway economies.

सेठ गोविन्द दास : सभापति जी, मैं आज ऐसी भाषा में बोलने की कोशिश करूंगा जो इस धारा सभा के सब मेम्बर समझ सकें। मुझे माननीय मंत्री जी के हिन्दी प्रेम का हाल भी मालूम है। हम लोगों ने जो हिन्दी के सम्बन्ध में विधान परिषद् में पेश करने के लिये एक मैमोरेंडम बनाया था उसमें गोपाल स्वामी जी ने हिन्दी में दस्तखत किये थे, अतः मुझे इस बात का विश्वास है कि अगर वह कोशिश करेंगे तो जो कुछ मैं यहां कहूंगा उसका एक एक शब्द समझ सकेंगे। माननीय सन्तानम साहब के सम्बन्ध में मैं यह बात नहीं कह सकता क्योंकि उनका अंग्रेजी प्रेम बहुत ज्यादा है परन्तु माननीय गोपालस्वामीजी के लिये मैं यह जरूर कह सकता हूं।

सब से पहले मैं श्री गोपालस्वामीजी को उनके इस बजट पर बधाई देना चाहता हूं। उन्होंने एक बड़ी सीधी सादी स्पीच यहां पर दी जिसमें न कोई बहुत बड़ा आशावाद, आप्टीमिज्म था और न कोई बड़ा भारी निराशावाद, पैसीमिज्म, था। सीधी सीधी बातें उन्होंने कहीं जो कि काश्मीर के भूतपूर्व प्रबन्धक के लायक ही थीं। दो बातों से हम लोगों को सब से बड़ी खुशी हुई। एक तो यह कि अब कम से कम इस साल किराए में कोई वृद्धि नहीं होगी और दूसरे यह कि अब हमारी रेलें ज्यादातर लेट नहीं होतीं, एक दो ट्रेनों को छोड़ कर जैसे ग्रांड ट्रंक एक्सप्रेस है, जो अभी भी बहुत लेट होती है। किन्तु ज्यादातर ट्रेनें अब ठीक समय पर चलने लगी हैं इससे इनकार नहीं किया जा सकता।

जो सबसे बड़ी बात इस साल हुई वह है दरजों का नया विभाजन। इस सम्बन्ध में सब से पहले मैं यह कहना चाहता हूं कि यदि माननीय मंत्री जी देखेंगे तो उनको मालूम होगा कि जो मांग थी वह पहले दरजे को खत्म करने की थी। किन्तु दुख की बात यह हुई कि पहला दरजा तो वैसे का वैसा रहा, थोड़े बहुत अन्तर के साथ, और असल में खत्म हुआ दूसरा दरजा। हम पहले दरजे को समाप्त करना चाहते थे, दूसरे दरजे को नहीं। परन्तु दूसरे दरजे को खत्म करने का नतीजा यह निकला कि अब जो लोग इंटर क्लास में चलते थे वे और जो दूसरे दरजे में चलते थे वे दोनों अब इस दरजे में चलते हैं जिसका फल यह निकलता है कि दूसरे दरजे में इतनी अधिक भीड़ भाड़ हो जाती है जितनी कि कभी कभी तीसरे दरजे में भी नहीं होती। दूसरी बात यह है कि दूसरे दरजे के यात्रियों के लिए सोने की जगह सिर्फ उन्हीं

[श्री गोविन्द दास]

स्टेशनों से रिजर्व की जा सकती है जहां से ट्रेनें चलती है। ट्रेनें तो बहुत कम स्टेशनों से आरम्भ होती हैं। यह देश इतना लम्बा चौड़ा है कि ज्यादातर स्टेशन बीच में ही पड़ते हैं और बीच के स्टेशनों से दूसरे दरजे के मुसाफिरों के सोने का कोई रिजर्वेशन नहीं हो सकता। मैं यह कहना चाहता हूं कि इस सम्बन्ध में अवश्य विचार होना चाहिये और उन स्टेशनों पर भी रिजर्वेशन की कोई न कोई व्यवस्था होनी चाहिये कि जो बीच में पड़ते हैं, कम से कम उस दशा में जब कि रिजर्वेशन के लिये खाली स्थान हो। फिर दूसरे दरजे के मुसाफिरों के लिये सब ट्रेनों में सोने का प्रबन्ध भी नहीं है। माननीय मंत्रीजी ने इस बात का विश्वास अवश्य दिलाया है कि बाकी की ट्रेनों में भी सोने की व्यवस्था की जा रही है। मैं उम्मीद करता हूं कि यह व्यवस्था जल्दी से जल्दी की जायगी।

अब यदि हम तीसरे दरजे के मुसाफिरों की तकलीफें देखें तो मुझे कहना पड़ता है कि वे तकलीफें वैसी की वैसी ही हैं। माननीय मंत्री जी स्वयं अपनी बजट स्पीच में इस बात को मंजूर कर चुके हैं कि यात्रियों की जितनी तादाद बढ़ी है उतने डिब्बे नहीं बढ़े। इस में कोई सन्देह नहीं कि अब ट्रेनों के तीसरे दर्जे में उतनी भीड़ भाड़ नहीं होती जितनी पहले होती थी, परन्तु फिर भी हमें यह बात स्वीकार करनी पड़ेगी कि अभी भी भीड़ भाड़ मौजूद है और यह भीड़ कुछ ट्रेनों में तो बहुत ज्यादा होती है।

नये डिब्बों के बनने की बात भी हम बहुत वर्षों से सुन रहे हैं। एक सिलवर एरो' नाम की ट्रेन भी बनी थी। उसमें जरूर, मैं कहूंगा, बहुत अच्छी व्यवस्था थी। परन्तु वह तो नुमाइश में रखने की चीज रह गई और मुझे इस बात का भय है कि यदि हम 'सिलवर एरो' के सदृश ट्रेनों के बनाने के फेर में पड़े रहे और हमने मौजूदा डिब्बों की मरम्मत और तरक्की नहीं की तो 'सिलवर एरो' ट्रेनों के सदृश ट्रेनें कम से कम दो युगों तक, २५ वर्षों तक, तो बनने वाली नहीं हैं। इसलिये मैं यह कहना चाहता हूं कि 'सिलवर एरो' के सदृश ट्रेनों को बनाने की कोशिश जरूर की जाय, परन्तु इसके लिये जो मौजूदा डिब्बे हैं खासकर तीसरे दरजे के उनका सुधार न रोका जाय। मौजूदा तीसरे दरजे के डिब्बों में बहुत सुधार आवश्यक है और मैं आपसे यह कहना चाहता हूं कि बहुत थोड़ी लागत से यह सुधार किया जा सकता है। उनमें अभी पंखे नहीं हैं। सरलता से पुराने डिब्बों में भी पंखे लगाये जा सकते हैं। दूसरे पुराने डिब्बों की लैवेटरीज बहुत ही खराब हैं। थोड़े से प्रयत्न से उनका सुधार किया जा सकता है। तो मेरा यह निवेदन है कि 'सिलवर एरो' ट्रेनों के सदृश ट्रेनों के बनाने के फेर में न पड़ कर हमें अपने पुराने डिब्बों की मरम्मत में विशेष ध्यान देना चाहिये। फिर तीसरे दरजे के यात्रियों के लिये

भी हमको सोने की जगह देनी चाहिये। जिस तरह दूसरे दर्जे के मुसाफ़िर अगर वह दस रुपया रात भर के लिये दे दें तो सो सकते हैं, उसी तरह यह जरूरी है कि तीसरे दर्जे के मुसाफ़िर भी अगर दस रुपया दे दें तो..... (माननीय सदस्य : और कम होना चाहिये। ज्यादा से ज्यादा पांच रुपया)। कम हो तो बहुत अच्छा है, परन्तु यदि कम न भी हो और इतना ही देना पड़े तो भी मैं आपसे कहूंगा कि जो तीसरे दर्जे के मुसाफ़िर लम्बी यात्रा करते हैं, क्योंकि यह बहुत बड़ा देश है, और जिन्हें दो दो रातें ट्रेनों में बीत जाती हैं, वह दस रुपया देकर भी इस व्यवस्था को स्वीकार कर लेंगे। उनके लिये सोने को उसी प्रकार अलग डिब्बों का इन्तजाम होना चाहिये जैसे दूसरे दर्जे के मुसाफ़िरों के लिये अलग डिब्बों का प्रबन्ध होता है।

स्टेशनों पर तीसरे दर्जे के यात्रियों के ठहरने के स्थानों को तो जरा देखिये। उनका आज भी वही हाल है जो पहले था। उनके भोजन और पानी की व्यवस्था को देखिये। उसका भी वही हाल है जो पहले था। स्टेशनों के तीसरे दर्जे के पाखानों को देखिये। उनकी वही गन्दी अवस्था है जो शुरू से चली आ रही है। कठिनाई यह है कि अब हमारे मन्त्री लोग जमीन पर चलने के स्थान पर हवा में उड़ने लगे हैं और इस हवा में उड़ने के कारण उनको जमीन में लोगों की क्या दिक्कतें हैं यह देखने को नहीं मिलता। जब वे जमीन पर चलते हैं तो भी सैलून में चलते हैं।.....

Mr. Tajamul Husain: Sir, may I know whether my honourable friend is speaking in Hindi or Hindustani?

सेठ गोविन्द दास : इसे मैं हिन्दी कहता हूं, आप इसे हिन्दुस्तानी कह सकते हैं।

Mr. Tajamul Husain: There are no such words as *'Khushi,' 'Taklif'* and *'Musafir'* in Hindi.

Mr. Deputy Speaker: Order, order.

सेठ गोविन्द दास : तो मैं यह कहना चाहता हूं कि हमारे मंत्रियों को कम से कम हमारे श्री गोपाल स्वामी जी और सन्थानम साहब को हवा में उड़ना छोड़ कर जमीन में चलना चाहिये, और जमीन पर भी उनको मेहरबानी करके तीसरे दर्जे में चलना चाहिये, सैलून में नहीं। जब तक गांधी जी के आदर्शों के अनुसार हमारे

[सेठ गोविन्द दास]

मंत्रिगण व्यवहार में इन सब चीजों को नहीं लायेंगे, जब तक यह खुद लोगों की जो तकलीफ़ें हैं उनको नहीं देखेंगे तब तक मैं कहना चाहता हूं कि सच्चा सुधार नहीं हो सकता ।

केटरिंग के निस्बत मुझे एक बात कहनी है । इस केटरिंग को, भोजन की व्यवस्था को, अगर आप डिपार्टमेन्टली चलाना चाहते हैं, महकमे को यह काम सौंपना चाहते हैं, तो बहुत अच्छी बात है, लेकिन जिस प्रकार आपने बंगाल नागपुर रेल्वे में महकमे द्वारा पश्चिमी ढंग का खाना, योरोपियन केटरिंग, शुरू किया है उस प्रकार से अगर आप इसको डिपार्टमेन्टली चलाना चाहते हैं तो मैं आपसे कहना चाहता हूं कि यह सफल होने वाली नहीं है । मैं आपको बंगाल नागपुर रेल्वे की बात बताना चाहता हूं । वहां क्या होता है ? वहां पर यह व्यवस्था जब से सरकार के हाथ में आई है तब से उसमें नुक़सान होने लगा है । और यदि आप उसको खुद नहीं चलाना चाहते हैं तो लाइसेन्स के मामले में जो आपने फ़ीसें बढ़ा दी हैं उसको आप रोकिये । यह केटरिंग कोई शराब की आबकारी की दूकानें नहीं हैं कि जहां पर आप लाइसेन्स की बड़ी बड़ी फ़ीसें लें । नतीजा क्या निकलेगा इसका ? इसका नतीजा यह निकलेगा कि यह सब थर्ड क्लास के मुसाफ़िरों पर पड़ेगा । आखिर ठेकेदार कोई अपनी जेब से देनेवाला तो है नहीं । वह जो कुछ आपको देंगे वह सब का सब मुसाफ़िरों से वसूल करेंगे । बंगाल नागपुर रेल्वे में क्या हो रहा है ? उसमें यह लाइसेन्स की फ़ीस इसलिये बढ़ाई गई है कि योरोपियन ढंग की व्यवस्था में जो नुक़सान होता है वह इन लाइसेन्सों की फ़ीस से निकाला जाय । मैं इसके पक्ष में हूं कि आप इसे महकमे से चलायें, किन्तु यदि आप महकमे से चलाना चाहते हैं तो उसे अच्छे ढंग से चलायें । यह न हो कि योरोपियन ढंग की केटरिंग का नुक़सान तीसरे दर्जे के मुसाफ़िर भोगें ।

एक बात मैं कहना चाहता हूं कुलियों के ठेकेदारों की निस्बत । पहले क़ुलियों के ठेकेदार नियुक्त नहीं होते थे । मैं अपने प्रान्त के स्टेशनों का ज़िक्र करना चाहता हूं, जबलपुर का ज़िक्र करना चाहता हूं । वहां पहले ठेकेदारी नहीं दी जाती थी । हम हर जगह से मिड्ल मैन को, साहूकारों को, ज़मींदारों को अलग करना चाहते हैं, ऐसी दशा में यह क़ुलियों की ठेकेदारी क्यों क़ायम रखी जाती है ? हमारे क़ुलियों के ठेकेदार बैठे रहते हैं और बेचारे क़ुली काम करते हैं । आराम से बैठे रहने वाले, जो क़ुलियों को मिलता है, उससे नाजायज़ फ़ायदा उठाते हैं ।

अन्त में मैं अपने प्रान्त के सम्बन्ध में कुछ बातें माननीय मंत्री के सामने रखना चाहता हूं । मुझे कहना तो बहुत था, किन्तु समय नहीं है । हमारे यहां

नई रेलों की बहुत जरूरत है। जबलपुर स्टेशन का बड़ी हाल है जो पहले था जब कि वहां की आबादी साठ हजार थी। सागर स्टेशन पर प्लेटफार्म ऐसे गलत तरीके पर बने हैं कि शहर आने के लिये लोगों को लाइन क्रास करके जाना पड़ता है। जबलपुर और नागपुर के बीच कोई ऐसी ट्रेन नहीं है जिनके द्वारा हम वहां जल्दी से पहुंच सकें। गोंदिया में, जो कि एक बहुत बड़ा व्यापारिक स्थान हो गया है, इस तरह से ट्रेनों के कारण रास्ते बन्द होते हैं कि बड़ी दिक्कत होती है। यद्यपि यहां एक नया पुल बनाने की योजना हो चुकी है लेकिन अब तक वह काम हाथ में लिया नहीं गया।

मैं फिर श्री गोपालस्वामी जी को, उन्होंने जिस प्रकार से इस बजट को यहां पेश किया है उसके लिये मैं बधाई देना चाहता हूं और फिर से यह भी कहना चाहता हूं कि यदि वे रेलवे की ठीक व्यवस्था करना चाहते हैं तो उन्हें हवा में न उड़ कर जमीन पर चलना होगा और तीसरे दर्जे के डिब्बों में यात्रा करनी पड़ेगी।

(English translation of the above speech)

Seth Govind Das (C. P. and Berar: General): Today I will try to speak in such a language that may be quite intelligible to all the honourable members of this House. I well know the Honourable Minister's love for Hindi. The memorandum about Hindi that we had drawn up for presentation to the Constituent Assembly was signed by Sri Gopalswamiji in Hindi. So I am confident that if he would try he would understand every word that I would say here I cannot say so about Honourable Sri Santhanam because his love for English is great, but I can very definitely say so about Honourable Gopalswamiji.

First of all I wish to congratulate Shri Gopalswamiji for his Budget. He delivered here a very simple speech quite free from high optimism or acute type of pessimism. The simple speech delivered by him befitted the former administrator of Kashmir. Two things gave us the greatest pleasure. Firstly that there would be no increase in the fares this year and secondly that the trains do not frequently run late. It cannot be denied that except for one or two trains like Grand Trunk Express, which still runs very late, mostly the trains have begun to run at the scheduled time.

The greatest thing done this year is the new classification. In this connection in the first instance I would like to submit that if the Honourable Minister be pleased to see then he would know that the demand was for the abolition of the I Class. But it is a matter of regret that for some alterations the I Class remained as before and in fact the II Class was abolished. We wanted to abolish the I class and not Second. The abolition of II Class has resulted in the fact that all those who used to travel in Inter and II Classes now travel in this new class with the result that at times the II Class becomes much more crowded than even the III Class. The second thing is that for II Class passengers sleeping accommodation is reserved only from starting stations. The starting stations are very few. Our country is so big that nearly all the stations lie *en route* and from these *en route* stations no sleeping accommodation can be reserved. I wish to submit that this fact may also be taken into consideration and some arrangements for reservation of sleeping accommodation should be made on the stations lying *en route* and at least when accommodation for reservation be available Besides this in every train sleeping accommodation to II Class passengers is

[Seth Govind Das]

not provided. The Honourable Minister has assured that arrangements are being made to provide sleeping accommodation in all the trains. I hope that such arrangements would be made at the earliest.

Now if we look towards the hardships faced by the Third Class passengers I am compelled to say that there has been no change, they are same as before. The Honourable Minister himself has acknowledged this thing in his Budget Speech that the increase in the number of carriages has not been in proportion to the increase in the number of passengers. There is no doubt about the fact that now the III Class compartments in the trains are not so much over crowded as before. But still we will have to acknowledge the fact that overcrowding is still there and in some trains it is exceptionally high.

Since long we have been hearing about the building of new coaches. A train named "Silver Arrow" was even put on rails. I will say that in fact the planning and layout of the train was good. But it has come to be a thing fit for an exhibition and I am afraid that if we were to fall in the misfortune of constructing more trains like "Silver Arrow" and did not turn our attention towards the remodelling und repairing of the existing coaches then trains like "Silver Arrow" are not expected to be put on rails before two decades or say 25 years. Therefore I like to submit that efforts may surely be made to construct more trains on the pattern of "Silver Arrow" but for this the remodelling of the present coaches and especially of III Class, should not be held up. The present III Class coaches require a great deal of improvement and I beg to submit that these improvements can be carried out with very little expenditure. As yet these coaches do not have fans. Fans can very easily be fitted even in old coaches. Secondly the lavatories in the old coaches are very bad. With some slight effort these can be improved. So my submission is that instead of falling in the misfortune of making trains like "Silver Arrow" we should pay more attention towards the remodelling and repairing of our old coaches. Then we should provide sleeping accommodation for III Class passengers also. As the II Class passengers can get sleeping accommodation for the whole of the night by paying Rs. 10 extra, in the same way if Third Class passengers pay Rs. 10 extra then.....(*Honourable Members*: "It should be still less, at the most five rupees"), the lesser the better, yet if the extra charge cannot be reduced and the passengers have to pay as much then also I would submit that those III Class passengers who travel long distances, for our country is a very big one, and have to spend 2 nights continuously in the train they would very gladly accept this arrangement by paying Rs. 10 extra even. Arrangements should be made for providing separate sleeping compartments for them also as is provided to II Class passengers.

Just look at the waiting rooms at the railway stations for Third Class passengers. They are still in the same condition as before. Just look at the arrangements made for their food and drinking-water. They also are as bad as before. Look at the latrines at the railway stations meant for III Class passengers. They are still in the same dirty condition as has been since long. Now the difficulty is that our Honourable Ministers have begun to travel by air instead of travelling on land and due to their travelling by air they do not get a chance of seeing what difficulties are faced by those who travel on land; and when do travel on land they travel in saloons.....

Mr. Tajamul Husain (Bihar: Muslim): Sir, may I know whether my honourable friend is speaking in Hindi or Hindustani?

Seth Govind Das: I call it Hindi you may call it Hindustani.

Mr. Tajamul Hussin: There are no such words as *Khushi*, *Taklif* and *Musafir* in Hindi.

Mr. Deputy Speaker: Order, order.

Seth Govind Das: So I like to submit that our Honourable Ministers and specially Shri Gopalaswamiji and Shri Santhanamji instead of travelling in air should travel on land and on hind also they should kindly travel in III Class and not in saloons. Till our Honourable Ministers following the ideals of Gandhiji will not put them into practice and will not see for themselves the hardships faced by people till then I would like to submit there can be no real reforms in the existing conditions.

I have to say a few words about catering. If you wish to run this catering business *i.e.* arrangement for providing food, departmentally and wish to entrust it to the Department then it is all right. But I would like to submit that this scheme would not be successful if you wish to run this catering business departmentally in the manner started by Bengal Nagpur Railway in respect of the catering of the European type of food. I like to tell you about Bengal Nagpur Railway. What is being done there? Since the time Government have taken over the management the scheme has been running at a loss. And if you do not wish to manage it yourself then put a stop to the increasing of the fees in respect of licences. Catering is not like wine and other excise shops where you may charge heavy fees. What will be the result of all this? The result will be that the extra burden of fees etc. will fall on the shoulders of III Class passengers. After all the contractors are not goirig to pay out of their own pockets. Whatever they would pay you they will realize every penny from the customers. What is happening in Bengal Nagpur Railway? There the licence fee has been increased in order to find money to make up the loss sustained in the catering of European type of food. I am in favour of running this catering departmentally, but if you wish to run it departmentally then run it efficiently, lest the loss sustained in European type of catering may be borne by III Class passengers.

I like to say a few words about coolie contractors. In the past no coolie contractors were appointed. I like to tell you about the railway stations in my province, more particularly about Jubbulpore. Once no contractors were appointed there. We want to eliminate the middle men, the capitalists and the zamindars from every walk of life then under these circumstances why this licensing of coolie contractors is being continued? The coolie contractors sit idle while the poor coolies toil and labour. These idlers get an undue share out of the money earned by these coolies.

In the end I would like to submit a few things about my own province. I had to say much but the time at my disposal is short. It is very necessary to lay some new lines. The condition of Jubbulpore railway station is the same as was in the past when the population of the town was sixty thousand. The platform at Saugor has been constructed on the wrong side with the result that for going to the town people have to cross the railway line. There is no fast train between Jubbulpore and Nagpur so that time may be saved. In Gondia, which has become a big commercial place, the roads are blocked in such a manner by the trains that it causes much inconvenience. Though a scheme has been approved for constructing an overbridge yet till the work has not been taken into hand.

Once more I wish to congratulate Shri Gopalswamiji for the manner in which he has presented his Budget here and once again I wish to submit that if he wants to re-organise the railway system then instead of travelling by air he will have to travel on land and will have to make journeys in III Class compartments.

Dr. P. S. Deshmukh (C.P. and Berar: General): We have listened very carefully to the fine speech that was made by the Honourable Minister for Transport when introducing the Railway Budget. Besides being full of fine expressions and phrases it was also a very frank speech. He admitted the defects and regretted their continuance. He also embodied in his speech two good features. One was that the country was not going to be faced with any deficit but there was going to be a substantial surplus. The second feature was that there was to be no increase either in the freight or fare. But in spite of these two welcome features I am sorry to say that his speech does not afford any consolation or solace to the citizens of this country.

Transport has time and again been described as the bottle neck which is holding up the progress in so many ways and leading to so many difficulties and disasters. If a part of the blame for our foodgrains deficiency is to be placed at anybody's door it will be at the door of the Honourable Minister for Transport. The scheme to lift the controls has been negatived very largely because the required transport is not available. The great idea behind the lifting of the controls, has been defeated, so completely or to such an alarming degree, principally by the lack of adequate transport in the country.

The Railways for want of petrol, automobiles and cheaper rates, have achieved an importance which probably they did not possess before the war. At the present time they remain the sole means of transport not only for passengers but also for goods and therefore any lack of improvement in transport leads to so many calamities. If it was possible to move the foodgrains more easily and more speedily there is no reason why the prices should have gone so very high, because every time the prices of foodgrains or any other articles go up the only excuse and a palpably true excuse that is brought forward is that it is impossible to get the commodity at the moment the customers require. So although there are some welcome features in this budget on the whole it is impossible to say that either the House or the country will feel satisfied.

The programme of new works is almost absent. There is no improvement either in the third class or in the rest of the classes from the point of view of comfort and in fact even the slight overcrowding in the Ministry has failed to give us any relief. As luck would have it overcrowding in trains has actually become worse. Every one of us expected that there will be great things accomplished and great achievements communicated to us on which honourable members of this House would be in a position to congratulate the Honourable the Minister of State. We thought that he of all persons was more familiar with our woes. I wonder if with the saloons that he might be now travelling in has made him forgot the third class passengers about whom he used to be so eloquent and forceful in his speeches here. Unfortunately we have not succeeded in maintaining even the *status quo* in this respect.

The whole system of classification has been altered and the Honourable Minister has told us that we wanted this change of classification and there it is. That was the only argument that he threw at our face. The printed material that has been given to us also indicates that this House had expressed once or twice its opinion that the old classification was out of date and that it should be altered or remodelled. What is the consequence? I do not think any person in this House can feel satisfied with the way in which the classification has been changed and the way in which the new classification is being worked. (*Shri L. Krishnaswami Bharathi*: 'Quite right.') Besides this, this has not even brought us any enhanced revenue. Actually it is causing us a very heavy loss of revenue, if the figures given in the papers are not wholly incorrect. It appears that we are expected not to trust anything that is printed in the papers. I do not support that view and I do not think it would be correct

for the House to take the attitude that anything and everything printed even in a particular paper is to be judged as untrustworthy. The reputation of a paper is no doubt worth something. I do not think it would be correct on the part of the members of this House to regard everything that appears in a particular paper with a constant and permanent suspicion. Much less would it be correct to regard everything appearing therein as definitely untrue. Moreover this would also increase our difficulties because what is the condition of the members of this House? What agencies or conveniences have they got so far as ascertaining correctness of any information is concerned. They cannot afford to have even a stenographer much less a secretary. They have thus perforce to depend to a considerable extent upon information that is published in the newspapers and that being so merely to stigmatise any set of newspapers as untrustworthy would not be proper. I was very much surprised to find the Honourable Member who has now joined the treasury benches getting up and saying that because he did not find a certain news item on a certain date he was not prepared to answer a certain question. He has been a journalist and we know that papers are printed with different dates although containing the same news. Of all persons that he should have chosen to reply in that way was not what I expected of him. Certainly he could have taken pains to see whether that particular news or information was contained on the issue of the 5th or 7th, because we know that daily pepers like the *Times of India* of Bombay stamp the same issue with different dates.

The Honourable Shri K. Santhanam (Minister of State for Railways and Transport): With your permission, Sir, I might explain that I did search the paper of the 7th.

Dr. P. S. Deshmukh: In any case I was merely giving it as an illustration that we should not regard newspaper reports with so much distrust as has been opined in the House. My point was that a daily paper recently mentioned that in Delhi station alone we were losing to the tune of Rs. 27,000 per day as a result of the new classification that we have introduced. That was the average calculation given. In giving the above figure I have not exaggerated. If anything I have given the lowest estimate. So far as classification is concerned I am not prepared to say that because the House had asked for it, because there was some debate upon it, it must continue and could not be reconsidered. I would like to press that the whole question of classification should be re-examined as also the complaints of the people at the earliest moment.

Sir, I have only 15 minutes altogether at my disposal and I cannot therefore enter into any details of this matter. I will therefore conclude this point by saying that if there was less mismanagement and confusion, then the income from the passengers would have remained stationery and we would have had a far greater surplus to our credit. Actually even this surplus, as I said already, is a matter of no consolation; because at what cost are we having that surplus? At a very heavy cost, where the passengers are persecuted, and they continue to be harassed beyond forebearance.

One novel feature of the present day first and second class bogies is that they are supposed to be run on austerity standards. God alone knows what this austerity means. The only austerity that I could find wa that there was no switch to switch off the lights with the result that the passengers have no alternative except to allow the lights to burn throughout the night. So they are consuming more electricity than less and I would like to ask the Honourable Minister if that was the austerity he had aimed at. I think there is something wrong somewhere.

Sir, there are many minor points and I have not even finished with the major points. I must however hurry up and at least making a passing reference to some of the more pointed difficulties to which I would like the Honourable Minister to pay his attention and which I have been agitating for sometime so far as the Central Provinces are concerned. Probably many members

[Dr. P. S. Deshmukh]

do not like the mention of the Central Provinces too often because my friend Seth Govind Das refers to it occasionally. None the less I would be failing in my duty if I do not ventilate the grievances of the people of that area. There has been a great demand for connecting Amraoti with Narbhed and the project had even been started. But somehow it appears to have fallen into disfavour now. I hope this would be taken up again as it would lead to considerable development of the North Eastern part of the agricultural province of Berar. There are some local improvements also towards which I hope the new Transport Minister will be more sympathetic. Such as broadening of the Badnera bridge and a bridge at the Amraoti level crossing. A system of attaching a bogey for Amraoti passengers at Badnera to the main line trains has recently been started. Instead of that if the mail and express trains are taken to Amraoti without halting both ways at Badnera there would be much more economy as well as much more convenience. That suggestion may kindly be examined.

It is a good thing that drinking water is being provided on the trains. I may, however, inform the Honourable Minister that no covers for the pots are provided for and a lot of dirt therefore gets into it. This is a small matter which can be easily remedied but which will be a valuable improvement.

So far as the manufacture of locomotives is concerned I congratulate the Honourable Minister in trying to speed up the matter. But the speed with which the manufacture of wagons and coaches is being done is not to my satisfaction. It should be possible to speed it up much more. In fact during the last eighteen months much more should have been possible.

Lastly, whatever dissatisfaction we express is amply and adequately supported by this Report and the 175 recommendations that have been made in it and the dissatisfaction is absolutely well founded. It is therefore not merely a layman's view. Most of our complaints find support and justification even in the studied document produced by the Railway Enquiry Committee which makes 175 recommendations. In their very first recommendation they observe:

"We make a broad financial and statistical survey of the Indian Government Railways since 1924. We conclude that the financial results so far cannot be considered satisfactory and the immediate future of the Railways can by no means be considered bright."

The Committee has also pointed out innumerable defects and with regard to every one of them the Committee have very strong recommendations to make. I hope in the course of the next few months all these recommendations will be attended to and more drive put in the working of the whole Railway system.

مسٹر نجمل حسین : جناب ڈپٹی اسپیکر صاحب ! آج میں نے اپنے لائق دوست
سیٹھ گووندداس کی بہت ٹھنڈل ھلدی کی تقریر سنی - مجھکو نہیں
معلوم کہ ھمارے دونوں آنریبل ممبرزان جو کہ مدراس سے تشریف لائے ھیں ان
کی اس ٹھنڈل ھلدی کو ہضم سکے یا نہیں - کیونکہ اس ٹھنڈل ھلدی میں ٹھنڈل
اردو بھی تھی - میں تو نہ ھندی میں بولونگا - نہ اردو میں - بلکہ ھلدرسمانی میں
بولونگا - جس کے معنی ھوں کہ کچھ ھلدی ھوگی - کچھ اردو ھوگی اور کچھ انگریزی
یہ پہلا اتفاق ھے کہ میں ھلدرسمانی زبان میں بول رہا ھوں -

میں نے جب جناب دیاوے منسٹر صاحب کی تقریر (speech) سنی تو مجھے
خوشی بھی ھوئی اور صدمہ بھی ھوا - کیونکہ اس میں کچھ باتیں تو اچھی

تھیں اور کچھ بری - جو اچھی باتیں تھیں ان سے تو خوشی ہوئی اور انکے لئے میں دونو حضرات کو مبارکباد دیتا ہوں - نو کروڑ روپیہ آپ سرپلس (surplus) دکھایا یہ بے شک خوشی کی بات ہے لیکن وہ کہاں سے آیا یہ جب میں رنج کی حالت دکھلاؤں گا تو اس وقت بتلاؤنگا - یہ بھی ضرور ایک خوشی کی بات ہے کہ آپ نے فرمایا ہے کہ دیکھو ہم ریل کے کرایہ میں اضافہ نہیں کرتے ہیں - گو میں بعد کو کہونگا کہ ریلوے کے کرایہ میں تو پہلے ہی اسقدر اضافہ ہو چکا تھا اور اب موقع تھا اس کو گھٹانے کا - ہمارے لائق منسٹر صاحب نے یہ بات بھی فرمائی کہ دیکھو میں نے معاملہ کو اس طرح سلجھایا ہے کہ اب اسٹرائک (strike) نہیں ہوگا اور واقعی اسٹرائک ہوا بھی نہیں - اس کی بے شک مبارکباد دیتا ہوں - کیونکہ اسٹرائک (strike) بہت بری چیز ہے اور یہ گورنمنٹ کو بے قابو (paralyse) کو دیتی ہے - اور اس سے قومی تباہی بھی ہو جاتی ہے - معاف کیجئے کہ میری تقریر میں کچھ انگریزی الفاظ ہیں - مگر ہندوستانی کے معنے ہی یہ ہیں کہ کچھ ہندی ہو - کچھ اردو ہو اور کچھ انگریزی ہو -

مسٹر ڈپٹی اسپیکر : انگریزی ہو یا ہندوستانی مگر گاڑی تو چلتی رہے -

مسٹر تجمل حسین : یہ بھی - حضور ! خوشی کی بات ہے کہ گاڑیاں بعلی جسکو لوکو موٹو (locomotive) کہتے ہیں وہ بھی اب ہمارے ملک میں بنائی جائیں گی - یہ بڑی لائق تحسین (creditable) بات ہے کہ آپ نے یہ بھی وعدہ کیا ہے کہ دور دراز کے سفر کے لئے آپ اسپیشل کوچیز دینگے - آپ نے یہ کوشش کی ہے اور اس میں آپ کافی حد تک کامیاب بھی ہوئے ہیں کہ ٹرینیں جو کہ گھنٹوں دیر سے آتی تھیں وہ اب کچھ کچھ وقت پر آنے لگی ہیں - ان سب باتوں کی خوشی ہے - اور آپ نے یہ بھی فرمایا ہے کہ باہر کے ملکوں میں آپ نے بڑے بڑے آرڈر دئے ہیں -

شری مہاویر تیاگی : یہ برا کیا -

مسٹر تجمل حسین : برا تو ہے مگر مجبوری تھی - اگر بنا سکتے تو ہندوستان میں بناتے مگر مجبور ہیں بنا نہیں سکتے - لیکن ہمیں یقین ہے کہ ایک وقت آئیگا کہ یہیں بنائیں گے اور ہم لوگوں کو دینگے - یہ بھی وعدہ کیا ہے کہ سفری آرام اور دینگے - اور ریلوے میں جو بہت سی برائیاں ہوتی ہیں جنکو برائیری اور کرپشن کہتے ہیں - اس کو آپ نے روکنے کی کوشش کی ہے کو پوری کامیابی نہیں ہوئی ہے - اسکی خوشی ہے کہ کچھ حد تک روکا ضرور ہے - آپ نے اپنی تقریر میں یہ بھی فرمایا ہے کہ آپ ٹکٹلیس ٹریول (tickeless travel) کو روکا ہے اور جو لوگ بلا ٹکٹ چلتے تھے ان کو

[مسٹر تجمل حسین]

پکڑا ہے - اس سے لاکھوں روپیہ کا فائدہ ہوا ہے - اور یہ اُمید ہے کہ اور روپیہ کے - اس سے ثابت ہوتا ہے کہ ریلوے کا کام آسانی سے اور اچھی طرح سے چل رہا ہے اس میں شک نہیں کہ ریل کے تقسیم کی وجہ سے اور جنگ کی وجہ سے آپکو مصیبت تھی اور مسافر زیادہ چلنے لگے تھے اسکی وجہ سے ایک مسئلہ پیدا ہو گیا تھا - لیکن یہ سب باتیں اب دور ہو گئی ہیں - اور اس کا سہرا ہمارے منسٹر صاحب کے سر ہے - جب ہمارے لائق دوست مسٹر سلتھائم منسٹر ہوئے تو انہوں نے ہم سب کو لکھا کہ دیکھو تم کو ہم secret سی - آئی - ڈی (C.I.D.) بناتے ہیں - جہاں چاہو ریلوے کی برائی پکڑو - مجھکو اس سے بڑی خوشی ہوئی - اس سے معلوم ہوتا ہے کہ جب آپ منسٹر ہوئے تو اسکا خیال بہت اُمید افزا تھا اور میں دعا کرتا ہوں کہ یہ خیال قائم رہے - لیکن کرسی مجھب چیز ہے - جب لوگ ہمارے ساتھ بیٹھتے ہیں تو ہمارا ساتھ دیتے ہیں - لیکن جب حکومت کی کرسی پر چلے جاتے ہیں تو ہمکو بھول جاتے ہیں -

وقت کم ہے اور باتیں سب ہندوستانی میں ختم کرنی ہیں - عادت پڑی ہوئی ہے اردو یا انگریزی بولنے کی اور اب ہندوستانی میں بولنا پڑیگا -

مولانا حسرت موہانی : کیا کوئی مجبور کر رہا ہے -

مسٹر تجمل حسین : ریلوے منسٹر صاحب نے کہا ہے کہ جو سرپلس (surplus) ہوا ہے اس میں سے حکومت کو آدھا دے دیا جائے - یہ بات تو بہت اچھی ہے مگر حضور ! سوال تو یہ پیدا ہوتا ہے کہ اس سے مسافروں کو کیا فائدہ ہوتا ہے - یہ روپیہ کہاں سے آیا - یہ روپیہ صرف مسافروں سے آیا اور سب سے بڑی آمدنی جو ریلوے کی ہے وہ تھرڈ کلاس (third class) سے ہے - اس کلاس کو آپ نے کیا فائدہ پہنچایا ہے یہ ابھی تک سمجھ میں نہیں آیا ہے - اس میں شک نہیں کہ یہ روپیہ اس کرایہ سے آیا ہے جو کہ آپ نے پچھلے سال بڑھایا تھا - جس کا روپیہ ہے اسی کو آرام پہنچے یہ قاعدہ ہے - یہ روپیہ تو آپ نے ایک جیب سے نکالا اور دوسری جیب میں ڈال دیا - ریلوے منسٹر صاحب cabinet گورنمنٹ کے ایک جزو ہیں - وہ ایک ہاتھ سے دیتے ہیں اور دوسرے ہاتھ سے لیتے ہیں - اس سے ہم لوگوں کو کیا فائدہ ہوتا ہے -

مجھے بہت سی باتیں ضروری کہنا ہے - اب ہمارا وقت ختم ہو گیا - کٹ موشن کے وقت پھر کرونگا اور چند رائے بھی اسکے متعلق دونگا کہ ذرا third class والوں کی حالت درست ہو جائے - ہمارے first class میں چلنے والوں کی شکایت یہ ہے کہ رات کے وقت foot board کے اوپر مسافر کھڑے ہو جاتے ہیں اور اسپر کھڑے کھڑے وہ چلتے ہیں آپ جانتے ہیں کہ یہ کتنی خراب بات ہے -

اب مجھکو یہ بات عرض کرنا ہے جسمیں میں ذاتی طور پر دلچسپی رکھتا ہوں - کہ servant class کی یہ حالت ہے کہ servant class میں نہیں پھر نوکر آ جاتے ہیں نتیجہ یہ ہوتا ہے کہ اسمیں پھر servants جا سکتے - میں نے ہمیشہ کانپور اسٹیشن پر یہ ایسا ہوتے دیکھا ہے جب میں سفر کرتا ہوں اور اسٹیشن ماسٹر او گارڈ سے کہتا ہوں کہ ان لوگوں کو نکالئے تاکہ ہمارے servants اسمیں بیٹھ سکیں - لہذا آپکو اسے دور کرنا ہے - میرا وقت ختم ہو گیا ہے ورنہ میں رائے دیتا اب میں کنسوشن کے وقت اگر وقت ملا تو میں اسوقت اس زبان میں کہوں گا جسے آپ آسانی سے سمجھیں گے -

(English translation of the above speech)

Mr. Tajamul Husain: I listened to-day to the speech, in very high-flown Hindi, of my learned friend, Seth Govind Das. I am not aware whether or not both of our honourable Ministers who hail from Madras have been able to follow his high-flown Hindi, because this high-flown Hindi contained high-flown Urdu as well. As for myself, I shall speak neither in Hindi nor in Urdu but in Hindustani, which means that it will be partly Hindi, partly Urdu and partly English. This is my first chance to be speaking in Hindustani.

When I listened to the speech of the honourable the Railway Minister I was pleased and pained at the same time, because it contained some good points as also some bad ones. The good points caused pleasure and for them I congratulate both the gentlemen. That he has shown a surplus of nine crores is a matter for jubilation no doubt. But, where has it come from, I will show when I present the painful aspect. It is again a matter for rejoicing that he has stated that no increase in railway fares is contemplated, although I should be urging later that the railway fares had been increased a great deal already and that now was an occasion for reducing them. Our learned Minister also observed that he had tackled the problem in such a manner that there was not going to be a strike any more, and there was in fact no strike. For this I certainly offer my congratulations, beesuse a strike is a very harmful thing; it paralyses Government and leads to national disaster. Pardon me for an admixture of English words in my speech, but then the very meaning of Hindustani is this that it should contain partly Hindi, partly Urdu and partly English.

Mr. Deputy Speaker: Let it be English or Hindustani, so long as the car moves on.

Mr. Tajamul Husain: This again is a matter for rejoicing that trains, I mean locomotives, will also now be manufactured in our country. It is highly creditable that he has also held out the promise to provide apecial coaches for long journeys. He has made endeavours, and also succeeded therein to a great extent, so that trains which used to arrive hours late have now started coming in somewhat in time. All this is a matter for pleasure. He has also observed that he has placed big orders with firms in foreign countries.

Shri Mahavir Tyagi (U.P.: General): This was bad.

Mr. Tajamul Husain: Bad it is, but there was no help. If they could they would manufacture them in India, but they are helpless because they cannot manufacture them. But we are confident that a time will come when they would manufacture them here and provide them for us. He has also promised that more travel comfort will be provided. Besides, he has made efforts to check the various evils of the Railway (Department) known as bribery and corruption, even though complete success has not been achieved. It is a matter for pleasure that the check has been effective to a certain extent. He has also

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mentioned in the course of his speech that he has checked ticket-less travel and caused those travelling without tickets to be caught. This has meant a gain of lakhs of rupees. It is expected this (check) would be pressed further. This proves that the administration of the railways is being carried on smoothly and satisfactorily. There is no doubt he was faced with difficulties because of the partition of the railways and the War. There was a great rise in the number of the travelling people and this had given rise to a problem. All this is, however, over now and the credit for this is due to our Honourable Minister. When my learned friend, Mr. Santhanam, became Minister he wrote to all of us, "We appoint you as a secret C.I.D., so that you might detect evils of the railway administration wherever you choose to." I was delighted by this. From this it appears that when he became a Minister his mentality was hope-inspiring. I pray he might retain this mentality. But, the chair (of office) is a wonderful thing. When people sit with us they side with us but when they go over to the chair of office they forget us.

Time is short and all the things are to be said in Hindustani. One is in the habit of speaking in Urdu or English but now one should have to speak in Hindustani.

Maulana Hasrat Mohani: Does anyone force you to do so?

Mr. Tajamul Husain: The Railway Minister has stated that out of the surplus contribution should be made to the general revenues. This is a very good idea, but, Sir, the question arises what do the travelling public gain thereby. Where has this money come from? This money has come only from the travelling public. The biggest income of the Railway accrues from the "Third Class." What benefit have you given to this class, I have failed to understand so far. There is no doubt that this money has resulted from the increase in fares which you effected last year. The rule is that he whose money it is should have the comforts. This money you have taken out of one pocket and put into another. The Railway Minister is a part and parcel of the Government. What he gives with one hand he takes away with the other. What do we people gain thereby?

I have to say a lot of important things. My time is up now, so I will do it at the time of the cut motion. I shall also make a few suggestions with a view to the improvement of the lot of the Third Class passengers. Our First Class passengers complain that at night passengers stand on foot-boards and travel while so perched. You understand how wrong this is.

Now I have to say something in which I am personally interested. The condition of the 'Servants Class' is such that the 'non-servants' get into it with the result that the servants can no longer get in. I have always seen this happening at the Kanpur Station. When I travel I ask the station master and the guard to eject these people (from there) so that our servants might be able to get in. You have accordingly to remedy this. My time is over otherwise I would have given my suggestion. Now, I will do so at the time of the cut motion, if I get the opportunity, and in the language which you will follow easily.

Shri Harihar Nath Shastri (U.P.: General): In the few minutes that are at my disposal, I propose to confine myself to express the labour viewpoint on the Railway Budget.

I should like first of all, to deal with the appeal the honourable Minister made to labour leaders to unite in a common organisation and to confine its activities to the realisation of essentially trade union objectives. Even at the risk of being mistaken to indulge in self-exaltation, I may submit, Sir, that during the last 24 years since I joined the trade union movement, I stood and strove for trade union unity. It was in the year 1935, while I was the President of the All-India Trade Union Congress, that at my initiative and instance the Communists were admitted into the fold of the All-India Trade Union

Congress. But my long and bitter experience led me ultimately to the conclusion that a lasting unity was not realizable unless there was homogeneity in outlook regarding the objective and methods of work. This explains why we parted company with the Communists when, due to sharp ideological differences, it became impossible for us to work with them on a common platform.

Coming now to the Socialist Party, theoretically speaking, there is no appreciable difference between the Socialist Party and those of us who owe allegiance to the Indian National Trade Union Congress.

Maulana Hasrat Mohani: It is a National Socialist Party, I suggest.

Shri Harihar Nath Shastri: As I said, there is no appreciable difference between the Socialist Party and those of us in the Indian National Trade Union Congress. The Socialists too swear by truth and non-violence as instruments in furtherance of the trade union objectives. We have, however, noted with regret that in actual practice they have, particularly after seceding from the Indian National Congress, indulged in the same tactics that the Communists have been pursuing much to the detriment of the working class and the country as a whole. It has been my honest conviction that a conflict in the theoretical stand of the Socialist Party on the one hand and pursuit of a wrong and suicidal policy on the other resulted from political considerations, the details of which it would serve no useful purpose to discuss at this moment. As long as such considerations dominate their policy in the trade union movement, there could be no unity.

So far as Shri Jai Parkash is concerned, and certain other leaders of the Socialist Party, I have great esteem for them. For years I had the privilege of working with them and in fact it was the most painful period in my life when the call of conscience compelled me to part company with them. Even now, none will be happier than myself if it were possible that circumstances should so shape themselves that we could work together. But to me it seems that trade union unity is inseparably linked up at the present juncture with the broader national unity and if leaders of the Socialist Party realise the gravity of the explosive situation in the country, and if, in view of the present emergency, they subordinate their petty party interests to the larger national interests and merge themselves with the great national organisation in furtherance of a common goal, trade union unity can be achieved without the slightest difficulty.

Now I come to some actual problems of railway workers. In the course of the Budget Speech, the Honourable the Minister of Railways referred to the recent increase in dearness allowance. Sir, the recent announcement made by the Government in regard to dearness allowance is no doubt a clear proof of the earnest desire to relieve the hardships that the railway workers and other Government employees in this country are subjected to, due to rise in prices. Actually, however, it has given them very meagre relief as the increase in dearness allowance is still lagging much behind the excessive rise in prices. It is hardly an appropriate occasion to deal with the causes that have brought about the present economic crisis, nor shall I discuss ways and means to meet the situation. But I am convinced that no amount of dearness allowance can give any tangible relief to the working class or to the people as a whole unless and until steps are taken to bring down the prices to a much lower level, and in no case higher than about 150 above the pre-war level.

The second point referred to in the speech of the Honourable Minister is the Central Pay Commission scales of pay. The way in which these recommendations have been interpreted and implemented have given rise to innumerable anomalies and at the same time caused deep discontent among railway employees. As an illustration I will give only a few instances. There is

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quite a large number of persons employed in various Railways as ministerial staff who have to perform duties of a specialised nature; they have to prepare notes and to draft replies that require a thorough knowledge of the rules and regulations of the Railways. Now, these people have, without justifications and in a most arbitrary fashion, been put under a class termed as "routine clerks" with a much smaller salary than the commercial clerks. Then there are the store distributors. Their pay of post-1931 scale was Rs. 65. The Central Pay Commission recommended them a grade of Rs. 150 going up to Rs. 225, but the Administration has reduced even the existing pay by 10 per cent. Another important category of workers is that of travelling ticket staff. The Commission recommended only one scale of pay for them from Rs. 100 to 185. The Railway Board has split them into two grades and put the lower grade on a scale of Rs. 60 to 150. Another gross injustice has been done to this class by excluding them from the running staff, although the Central Pay Commission accepted them as belonging to running staff. The grades of guards have been multiplied without any justification. Besides, calculation of running allowances on the basis of new rules will give much lower total emoluments than hitherto earned by them. These furnish only a few instances out of the many that clearly prove that the recommendations of the Commission and the manner in which they have been implemented call for immediate examination with a view to removing the anomalies.

I am thankful to the honourable Minister for his assurance to deal justly and even generously with labour. I would invite his attention particularly to one question that has repeatedly been brought to the notice of the Government, namely, the security of service. It is really strange that whereas on the one hand at the instance of Government—Central and Provincial—suitable standing orders have been framed in regard to the security of service for private enterprise, today so far as the Railways are concerned, Section 3(e) of the Service Agreement still holds good wherein it is provided that the administration has full power and authority at any time, for any reason that it may consider sufficient to suspend or dismiss or remove from service without previous notice or otherwise punish the railway servant according to the rules of the service in which he is for the time being employed. Now, Sir, last year with the kind permission of the Honourable Speaker I referred to this question in the course of my speech on the Railway Budget. Since then, I have received a number of complaints in which the railway employees have been sacked without sufficient justification. The time at my disposal being limited, I would not now place those cases before you. I would simply repeat what I said last year that as long as this state of affairs continues, it is bound seriously to jeopardize the efficiency of the staff and hamper the growth of cordial relations between the employees and the administration. Some years back, an undertaking was given on the floor of this House, perhaps in the year 1942, that an appellate authority would be constituted. My own view and that of the National Railway Worker's Federation is that standing zonal Tribunals with equal representatives of the administration and the staff with an independent chairman should be set up to decide all cases of removal from service and other disciplinary measures.

There is just one other matter to which I would refer. The British evolved a system of appointment and promotion with one main background that the raw youth drawn from England.....

Shri H. V. Kamath (C.P. and Berar: General): On a point of order. May we take this as a precedent for the future, that we would be permitted to read from manuscript?

Shri L. Krishnaswami Bharathi (Madras: General): He is referring from copious notes. He is not reading.

Shri Harihar Nath Shastri: These are only some of the points.

Mr. Deputy Speaker: I am sure the honourable Member would be more interested in the number of points the honourable Member is making than in mere eloquence in this House. He is referring to his notes. There is no point of order in this. Any honourable Member can make notes and refer to them and even read some extracts if that is necessary, because statements of such important persons would be studied with care.

Shri Harihar Nath Shastri: The British evolved a system of appointments and promotions with one main background that the youth drawn from England should benefit at the cost of Indian staff. The Assistant Station Masters and Station Masters, who were Indians, were superseded in matters of promotion by junior and less qualified British personnel drawn from other categories. In this connection, I would refer to another pernicious principle. It is the practice in the major part of the railway system that when a member of the subordinate service cadre is appointed to fill the vacancy of a junior scale (class I) post in the superior revenue establishment of the Railway, he is classified as L.G.S. or Class II and is debarred from the pay and status which a directly recruited member enjoys. This discrimination has had no basis and it has been a source of acute discontent in the services. The Chief Commissioner of Railways in course of his evidence before the Pay Commission expressed his opinion in favour of amalgamation of the two cadres and the Pay Commission also favoured the same view. But I still find that these separate categories continue and I would most earnestly urge on the Government to take up this question and come to an early decision on this matter.

Sir, I have concluded. It is too well known to you to require repetition that the Indian National Trade Union Congress and the National Railway Workers' Federation, while firmly standing for fair deal to labour, has done their best to infuse a sense of discipline and responsibility among the workers and to keep them aloof from the path that was fraught with grave consequences to labour and to the community as a whole. I do not propose to take any credit for what has ultimately come out. We have only done our duty to the working class in spite of serious handicaps in our way from various directions and we assure you, we would persist with our policy, as long as we are satisfied that it serves the cause of the railway workers of this country. My esteemed friend Mr. B. Das has laid emphasis on increased production. There could be no two opinions on that point. I should however respectfully warn the House against the habit—which has become a fashion—to criticise in season and out of season the railway staff. Since the advent of freedom, there is increasing and marked realisation among the staff of their sense of duty to their work and if instead of criticising them, you deal with them with sympathy and appreciation, it will creat increased satisfaction among the staff and also result in greater efficiency.

The Assembly then adjourned for Lunch till Half Past Two of the Clock.

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. Speaker (The Honourable Mr. G. V. Mavalankar) in the Chair.

Kazi Syed Karimuddin (C. P. and Berar: Muslim): I congratulate the Minister in charge of Railways for presenting a Budget which is a straightforward statement of facts and figures with mathematical accuracy. There is neither and new thing in it nor is there any hope for expansion of the railways with a view to have ultimate industrial development of the country.

[Kazi Syed Karimuddin]

Shri B. Das stated that he very well appreciated the contribution made by the Railways to the General revenue to the extent of seven crores of rupees. I entirely disagree with this point of view. My submission is that the question will have to be decided whether the Railways are a public utility service or a commercial concern. This is not a new matter. It is being debated from year to year and yet the Government of India have not decided their policy as to whether it should be treated as a public utility concern or as a commercial concern. The result is that, whenever there is a deficit in the General Budget, more and more sums are being appropriated from the Railways to the General Budget and the same thing has happened this year. Originally, from 1924, the system was to appropriate one per cent. or one-fifth of the surplus. But last year the approriation was about four crores and it is going to be about seven crores this year. This is due to the influence of the Finance Department over the Railways to the detriment of railway development and expansion in the country. The result is that since 1924, 221 crores of rupees have been given for General Revenues and there has been no great improvement either in the expansion of the railways or in the repairs thereof.

Another thing in this connection is that I do not really understand as to why the Railways are heavily indebted and why the rate of interest that is being charged is about 3.20 per cent. These debts are not being wiped out and at the same time contributions to the General Revenues are being paid. For these debts a high rate of interest is being paid by the Railways out of these public utility concerns. Still the contribution is being given to the General Revenue Fund. Therefore I very seriously object to this. This is a national service or a nationalised industry which has to be developed and which is not to be crippled or damaged, because there is a deficit in the General Budget of the country.

It is said that it is not necessary to have more reserve funds than the six crores which are at present there. It has been the opinion of experts and of the Ministers concerned in the past that fifty crores ought to be the amount in the Reserve Fund for the stable running of the railways in India. If this nationalised industry is not financed properly, if reserve funds are not maintained at a sufficiently high level, then there is no hope of its expansion in the near future.

Another point I wish to submit is that the food grains organisation ought to be closed down. The Honourable Minister of State for Railways, Mr. Santhanam, has clearly stated in his report that this organisation is open to great dissatisfaction among the workers and has brought to light abuses regarding procurement, inspection and distribution of food grains. When such serious things are happening in the grain shops, it is necessary to stop this system of grain shops. We have opened these shops for the benefit of the workers and if the workers are dissatisfied, they should not be continued merely because, as stated in the report, it is necessary to avoid hitterness between labour and the Railway authorities. Why is this face saving device in such circumstances? If it is to the detriment of the worker and if you can give him compensation in another form; why should this system of having grain shops continue, especially when you yourself think that it is open to grave abuses? Therefore this organisation must be stopped and not continue merely to placate a minority of labour.

In the speech introducing the Railway Budget, there is reference to corruption and inefficiency of the railway workers. In the report submitted by Pandit Hirday Nath Kunzru and his colleagues it has been clearly stated that there has been slackening of discipline and deterioration of morale. Why should it be so after 15th August 1947? The country has been liberatad. The workers should have the responsibility as citizens of India. If not, our Government should have enforced greater rigidness in discipline and avoided

corruption. The House will be surprised to know that in the last year 131 cases of corruption were investigated. My submission is that the railways should be very strict about this and the Anti-Corruption Department should be asked to be vigilant.

The last but not the least important question is the problem of labour. The House must be satisfied with the way in which the Minister for Railways has handled this question. His handling of this question is most satisfactory. My submission is that under the present circumstances of the country, the attitude they have adopted is the proper attitude and we must unequivocally express confidence in them and warn the workers from the floor of this House that any demands which are not in keeping with the economy of the country and with the funds at our disposal will ruin the country commercially and industrially. We must also warn them that the movement for nationalisation of industries depends greatly on the proper working of the railways and that, if in any case there is a strike and industry and commerce are paralysed, the movement for nationalisation is bound to be retarded. Moreover, the speech delivered by the Minister in charge of the Railways shows that whatever could be given has been given and the fact that the authorities are prepared to have negotiations on other matters is, in my opinion, satisfactory. I must also warn from the floor of the House that from the speech of Shri Jaiprakash Narain it is clear that there are many in the labour organisation who are out to create chaos and paralyse the Government rather than secure better conditions for labour. I am one of those in this House who is a great supporter of labour, but that cannot be at the cost of the efficiency of the Railways and that cannot be at the cost of paralysing of the Government. Therefore, this is the occasion to tell labour outside from the floor of this House that the House is unanimous in expressing confidence in the Railway Ministry's policy, regarding labour. Therefore, I have got two suggestions to make in this connection and in regard to the workers: you should have a Committee or a Tribunal in regard to the disciplinary punishments and wrongful supersessions, about which there is great discontent among the workers regarding these two things, that the very officers who deal with the cases, they make a recommendation for disciplinary action. There must be independent tribunals dealing with questions of supersessions and wrougful punishments.

Then in regard to the workers, I have a suggestion to make and that is that there should be a joint standing machinery for settlement of disputes, on which the labour representatives should also be taken. If these two things are guaranteed, as in Australia, my submission is that with the co-operation of the workers who are genuine agitators but not belonging to those who want to paralyse the Government, labour would be satisfied.

There is one point which I wish to say about the amenities of the third-class passenger. Every year, we listen to the speeches of the Railway Ministers as well as those who are in charge of this Department, that they are doing all that is humanly possible for the improvement of the conditions of the third-class passengers and their amenities, but it is a dream which is unfulfilled. Now the highest amount that accrues to the revenues is from the third-class passengers and the least that is done is for the third-class passengers. There is a very good suggestion, which I wish to make, *i.e.*, that the Railway Minister and also the State Minister for Railways should travel in the third-class, and particularly in those compartments where there is overcrowding and they should not inform the Railway workers that they are travelling: otherwise, the compartment will be unloaded and people will be removed from there. Unless this is done and unless they go at least once or twice in a year in a third-class compartment, they would not know to what great inconvenience the people are being put to. Of course, the Honourable Mr. Santhanam, before he became a Minister, knew and he was the man who was really doing

[Kazi Syed Karimuddin]

a lot for the third-class passengers, and I am confident that now that he has become a Minister, he would do the same for the comforts of third-class passengers.

Therefore, my submission is that this is not a budget which can be said to be progressive. This is a frank and straightforward statement of facts and figures only. Next time we will have a budget which will be based on progressive schemes and expansion of the railways with a view to the ultimate expansion of our industries.

Shri Moturi Satyanarayana (Madras: General): I should have followed my honourable friend, Seth Govind Das, in making my observations in Hindustani or my honourable friend, Mr. Tajamul Husain. Seth Govind Das drew his inspiration for talking in Hindustani from a signature that he had seen of the Honourable Minister for Railways. Probably he mistook the signature in Sanskrit for Hindustani. I cannot persuade myself into the belief that I can place my views before the Minister for Transport with any intelligibility as Seth Govind Das did. Therefore, I choose the medium which is understood by the two Ministers before whom I want to place my views. I should have spoken probably in Tamil, which is our regional language, but it is impossible for me to make the Tamil speech understood by the other honourable members. Therefore, it is regretable for me that I should speak only in English.

The Honourable Shri N. Gopalaswami Ayyangar (Minister of Railways and Transport): I do not mind Telegu.

Shri Moturi Satyanarayana: Well, Telegu is equally difficult for others. I was listening to the speech delivered by the Minister for Transport with very great attention and devotion in order to find out how he has been able to place before us any improvement or progress. I must state that I have been very much disappointed, but I must say that I was very much encouraged by the tone that he had introduced in the speech in order to keep the nerves of the members very cool and raised very great hopes in our hearts that something better is going to happen during the year. I do not know, what is going to happen; it has actually to be seen, because my disappointment is that we consider these railways are the utility concerns, service concerns, and great national institutions for the purpose of keeping the whole nation healthy and keeping away the famines and keeping away the accidents and keeping away any kind of difficulties, we are likely to be confronted with. These institutions today, I see, are being considered as commercial institutions and voluminous and phenomenal figures are produced by way of crores and lakhs and millions of rupees showing that these railways have earned 200 crores of rupees and the expenditure is 179 crores of rupees. In this way the phenomenal figures are produced. Are the figures good for us? What exactly is the quantity of service these railways are rendering for the country? If we just look into this matter, I feel very much disappointed. The railways also are contributing a good deal to the inflation of this country. It is said that the railways are not contributing to the inflation and that railways are acting as deflationary institutions. Now, take for instance, we get Rs. 210 crores of rupees on income on these railways out of which half is drawn through goods traffic. The Railways charge according to various classifications and these charges they make on what? On raw materials, on food-grains, on various types of goods that are distributed throughout India from place to place. According to these classifications there are certain charges made and the more charges you make, the more prices grow and the more prices grow, more charges are made. Therefore, it must be the first duty which the Railways ought to consider that the prices of any food-stuff, the price of important articles are not at all inflated.

It may be said, Sir that classifications are made generally to see whether any industry can bear a particular freight or not, whether an industry should have a better subsidy or better consideration. All these considerations are made, but we must also see whether all these freights that are now made for the purpose, which are the inevitable consequences of increasing prices are properly justifiable or not. If we have a consideration for fixing up these prices, probably the inflationary tendencies also will decrease and there is a further inflation with more you earn; you show figures in the railway income, but there are more accidents. It is because when there is so much of income, every railway employee feels as the railway is considered to be a commercial concern, he must get a lump of money from it; he must get as much as possible, because the railways are earning. They are not earning money; they are performing certain duties and functions. These functions are part and parcel of the Government. The Government are for the people and therefore, whatever is earned, it is for the people and not for the railway employees. Therefore, the Railway budget should be so adjusted so that all the income that the railway is likely to earn, the portion which is considered surplus, Instead of being handed over to the Finance Department, should be made use of for the purpose of bringing down the charges, to bring down the charges within the capacity of the people, so that the railway may become a national service and a national institution. This is a very important point that I want to urge before the House.

When I look at the figures, I find that the expense ratio is very high. I am not very competent to state whether the expense ratio can be reduced or not. Probably, there are very competent financiers, accountants, administrators who must be looking into every pie that is being spent and they must also be trying to avoid as much waste as possible. But, with all that, when we look at the figures, we do not feel encouraged that this expense ratio is really necessary. It must be reduced and there are many items in which economy could be effected. There is an item called 'Miscellaneous'. I have not been able to understand what this 'Miscellaneous' means. It is a mystifying thing and it consumes nearly about 25 per cent. of the whole expenses. I do not know if this huge miscellaneous expenditure could not be avoided. If it could not be avoided, it must be properly scrutinised and every possible reduction should be effected.

It is said that these railways have got three sections in their finances. First, is the depreciation fund. They have built this up to the extent of ninety crores. This depreciation fund is said to be useful for the purpose of replacement of certain machinery when it gets out of use. But, this amount of ninety crores is for a capital charge of 678 crores. I am not competent to pronounce an opinion as a lay man. But many people who have got a just attachment for money and economy say that that it is too much to place at the disposal of the depreciation fund so much money as at present. If possible, this depreciation fund must be reduced and the money that is available as a surplus should be utilised for the purpose of bringing down the charges and to give better service to the people. It may be asked, if this depreciatoin fund is dissolved, what will you do? What will you do with the ninety crores of depreciation fund? Are you not adding this year ten crores? If you go on adding like this to the depreciatiou fund one-sixtieth of the capital at charge, then this will get further accumulated and you will have 150 crores. That will be a huge sum which the railways may not be able to spend. The more you work, the more you earn and you set apart a larger amount. If, therefore, it is considered to be an additional

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asset, it must be utilised for the betterment of the goods traffic, for the betterment of the industries and betterment of the passenger traffic.

There are one or two points which I would like to touch upon before I sit down, because the time at my disposal is very short. It is the common experience of every member, every citizen in this country that third class travelling is every day becoming more and more difficult and some people complain it is a hell. Anybody over forty, cannot get into a third class compartment. Only people who are good wrestlers, who can wrestle with others, who have got the dashing and daring spirit, who would not mind any inconvenience, who are prepared to quarrel, who are prepared to squeeze themselves somewhere near about the gate, or near about the door or near about the latrine can alone get into it. Yesterday, I was reading a newspaper where it is said that nearly seventeen people lost their lives in third class travelling. There is not only over-crowding inside the compartment; there is over-crowding outside the compartment. On account of over-crowding outside the compartment, people travelling on the foot boards, nearly seventeen of them lost their lives. I cannot imagine how this can happen. If there had been over-crowding of this nature, the train should have been stopped by the railway authorities and it should not have been allowed to move an inch. There are several such instances. If that is the case, I do not think that we can congratulate ourselves on the running of the railways. Probably on account of this we may increase the death roll and I do not know what will be the consequences of increasing the death roll like this.

It is said that the railway employees are very much hardpressed on account of the inflation and increase in the cost of living. A number of things are done for them and I hope that the present Minister for Railways will be able to do much better because nearly four-fifths out of the betterment fund will be available to the railway employees and only one-fifth to the third class passengers. There is also a good deal of other money. But, what exactly is going to be done? If you give more dearness allowances, more salaries, more emoluments, probably, all that would be spent away. I do not know what arrangements railways have got for the purpose of protecting the daughters and sons of the railway employees who are supposed to be low paid. I do not know whether the Government have got any kind of scheme to have a kind of compulsory insurance for the railway employees. It is said that there are nearly eight lakhs of railway employees throughout India. There are thousands of people who get forty Rupees or fifty Rupees a month. Their salary was Rs. 14 and 15 and recently it has been raised to Rs. 50 and 60. I do not know what they are going to save. Therefore, I would very much like that there should be some compulsory insurance for all the railway employees. This will not only help the railway employees, but the railway will get by way of premium a large amount of money which could be utilised for the betterment of railway passenger amenities and for many other useful purposes. Therefore, I would like to express my view strongly in favour of compulsory insurance for all railway employees.

I was recently associating myself with a railway union. There is a constant complaint that the superior officers in the railways do not treat kindly the inferior officers. This is perhaps a legacy that has been handed over to the railway officers by their previous masters. This officialdom of the old type must now go. They must be shown all courtesy, civility, gentility. I am very happy to find today one who is very well known for his gentility, urbanity, cordiality, greatness and nobility, occupying the place of Railway Minister. He is very well known throughout India for his great culture. My own feeling is this. I had the honour of associating myself

with him in certain activities and I had also the honour of running three or four special trains when Mahatma Gandhi visited South India last time. My own experience at that time was that the railway officials are the best disciplined people, very, gentle people, civil, very nice people. My own feeling is because Mahatma Gandhi was there, they all responded so well to his greatness. In the same way, if the highest official in the railway behaved in the same fashion, with the same amount of gentility, urbanity, with the same amount of kindness and cordiality, it is bound to produce the same results. Therefore, I want the railway officials to take a lesson from the Railway Minister and try to emulate his example and remove this stigma that they are unkind towards their subordinate.

One more word, Sir, with your permission. A good deal has been said about the third class passengers. I want to just give a small quotation from a speech of one of the illustrious members of this House who is very well known for his integrity and observation, for his capacity and hard work, for his greatness and lucidity of expression. This is what he says. "It is a fashion for railway officials to.....

Mr. Speaker: The honourable Member need not read these long quotations.

Shri Moturi Satyanarayana: I was just quoting an interesting passage.

Mr. Speaker: No time now.

Shri Moturi Satyanarayana: This is no other person than our friend, the State Minister, Mr. Santhanam and he has expressed his views and I hope that he will try to fulfil the promise that he has made.

3 P.M.

Srijut Rohini Kumar Chaudhuri (Assam: General): My honourable predecessor, that is my friend, Shri Moturi Satyanarayana, has paid a high compliment to the Honourable Minister in charge of Railways. He has spoken about his large-heartedness, his culture and all that. So far as I am concerned I had always kept aloof from him because of his stern and grim attitude. But, Sir, I shall be failing in my duty if I did not apart from the members of this House who seem to have been rather ungrateful in their speeches which had preceded mine, thank him most cordially for the tea which he gave on the afternoon when he presented the railway budget. But for that invigorating tea many of the honourable members would have collapsed before the end of the budget speech!

In this connection I should like to draw the attention of the Honourable Railway Minister to the great injury which has been done to his Catering Department on the railways by the unkind references which some honourable members made to tea at the time of discussing the Tea Committee Bill. If you could only divide the persons of this House into two classes—tea drinkers and non-tea drinkers—what would you find? My honourable friend, Mr. Biswanath Das, who has never taken tea, against my honourable friend, Mr. Lakshminarayan Sahu who is an inveterate drinker of tea: and Mr. Nandkishore Das who has never touched tea pitted against Mr. B. Das. That is the difference between the tea-drinkers and the non-tea drinkers. It is prejudice to say that the drinking of tea spoils one's health. It rather improves it. That is why I say it is a very healthy tradition that more and more encouragement is being given to the tea caterers and the hawkers of tea. These poor fellows, the hawkers of tea, do yeomen service to the public in the sense that if instead of tea they drank cold milk, or cold water, which is sometimes of very doubtful origin, there would be greater fear of epidemics and greater fear of persons dying of various diseases.

The Honourable Shri N. Gopalaswami Ayyangar: Tea is an Assam product!

Shri M. Ananthasayanam Ayyangar (Madras: General): It is propaganda for tea!

Srijut Rohini Kumar Chaudhuri: I am speaking of the Catering Department! My honourable friend, the Minister in charge of the railways had said that "it is not my purpose, however to read out anything like a fairy tale." That is how he began. But when he ended: "That brings me to the end of my story this afternoon." So all that he has said between the first and the last pages is nothing but a story and should he treated as a story.

My honourable friend, the Railway Minister, I am afraid, has no family and he has no grand-children. If he had grand-children he would have known that fairy tales are always referred to as stories. If he could not tell a fairy tale in his speech, I can tell actual facts which will sound like fairy tales in this part of the country. I am narrating facts on my own railway, which will sound like fairy tales in this part of the country, and that fairy tale has been kept alive from time to time, from year to year by the Railway Members and the Railway Ministers. My honourable friend, sitting in front of me, I refer to Begum Sahiba, was rather indignant the other day for the use of the words T. B. Railway. It is not the railway itself, nor any of the employees nor the passengers that are effected by that foul disease! "T" stands for Tejpur and "B" stands for Balipara: that is the Tejpur-Balipara railway. I would invite the honourable members who can afford to risk their lives to some extent to come and board a train on the T. B. Railway. I do not know why it has been kept open by the Government. That train has an accident when it collides with a straying goat. That is true. There is no fencing and the goats and bullocks can stray on to the railway lines. That train need not wait for a coming bullock. A fair-sized goat is quite enough to tumble down that train. No ticketless travelling is allowed on that train because very few passengers travel by that train but a passenger has to undergo a certain kind of forced labour of which my friend Mr. Sidhva has always complained. When you go up to three miles from Tejpur, there is a place called Hazrapura. You have to get down and push the train, unless you want to wait there for hours! You have to get down and push the train from the back. This is not a fairy tale. This is an actual fact which will be supported by my friend on the right, who was at one time the Deputy Commissioner of that District. Therefore I have from time to time brought this matter to the notice of the honourable Minister and I have asked him to scrap that railway. They say that it cannot be done because there is a contract up to the year 1952. So for another two years we have to suffer from this railway!

Recently they started another kind of mischief. They started teasing the labourers. They took the ration from Government but they did not give it to the labourers. They did not recognise the labour union and when pressure was put on them by the honourable Minister in charge of the Labour Department they said that they would stop the railway. That frightened the railway authorities and no action was taken. I would most humbly tell the honourable Minister that there is nothing to be frightened by their threat of stopping the trains. It would be a relief. I would suggest to the Minister that he should start railway buses. They used to do that during the war and carry passengers. Why cannot this be done in the case of the T. B. Railway. I hope the Minister will take a serious view and do something for the sake of humanity.

Shri B. Das: Why do you not invite the honourable Minister to visit your province?

Srijut Rohini Kumar Chaudhuri: I have not the hardihood to invite the honourable Minister in charge of the railways to my province. I think I

can request the Minister of State Mr. Santhanam to visit the railway. Mr. Santhanam had the courage to come to Assam once. He had visited the different towns of Assam once and he had returned back unscathed. Therefore he will have the courage to visit Assam once again and see things for himself. If he comes he will find that in the government railway trains there is no light in the lavatory. He will have to take a specially powerful torch to travel in that train. Perhaps if he travels in the mail train or in his saloon he will have lights in his compartments but so far as passenger trains are concerned there is absolutely no lighting arrangement. Also there is no water in the lavatory or water closet. But that need not daunt my honourable friend Mr. Santhanam. Perhaps he has other devices. Sir, as you have said at one time, I have said enough for my province that it would frighten any distinguished gentleman from visiting the Province. So I should not like to dilate further on railway travel conditions in Assam.

I have a few specific suggestions to make. When we go back to Assam we have to make the journey through East Pakistan. There should be some arrangement, as I have suggested from time to time to depute our officers at Parbatipur station to see that our passengers are properly treated in the way that you treat Pakistan passengers in India. We ought to get reciprocity from the Pakistan Government. Even in the upper classes passengers are put in beyond the capacity of the compartments. As regards the third class passengers the less we say the better. The example of Pakistan is so contagious that even after you pass through Pakistan and come to Assam in India no attempt is made to increase the number of compartments. You have to wait for a number of hours for the checking of the passports. There you can very easily put in extra compartments and relieve the passengers who had already undergone 12 to 15 hours of travelling hardship.

There is one important point which I would like to mention, and that is about the carrying of passengers on the roof of trains. I have actually seen it myself. I can tell you that they are not ticketless travellers. They are persons with tickets but who could not find accommodation in the ordinary compartments. There is no justification for such travel from the starting station. I have seen it even at the starting stations, where the police on duty could have properly cheeked and got the people down from the roofs. I have drawn the notice of the local authorities to this matter but nothing has been done to stop it. It is a very hazardous thing to do and I hope the honourable Minister will issue strict instructions that no passenger should be allowed to travel on the roof of trains. This practice prevails not only in Assam but I am told also on the O. T. Railway.

As regards the staff I want to say a few words. It is indeed very graceful of the honourable Minister to say that this year there will be no increase of fares and freights. That is good so far as it goes. But I say if you want to have honesty in your staff you should pay them more attention. How can the clerk who draws Rs. 60 make both ends meet. His accommodation is neglected. Many officers of the railway who have come from Western Pakistan and Eastern Pakistan have been given no accommodation. They have been for a long time living in goods wagons with their wives and children and even now proper arrangements have not been made to accom-

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modate them. They are living anywhere and everywhere. Government has not built for them quarters and attention ought to be given to them There are other points, Sir, which I would like to mention but as there is no time I have done.

Shri Biswanath Das (Orissa: General): I rise to thank my honourable friend the Minister for Railways and also the Minister of State for the reason that I know that by their being in the Ministry, the Ministry gets the benefit both of experience and ideology. I have known my honourable friend Shri Gopalaswami Ayyangar ever since he was a distinguished officer under the Government of Madraa. He had made his mark in Madras and elsewhere and I have reason to think that he would do the same here. Mr. Santhanam is also a man for whom I have had admiration and therefore a combination of these two friends, I hope, will make a very great change towards improvement. The period that they have had at their disposal has been very small to effect any important or major change in the administration. Under the circumstances let me hope that the benefits of their experience and ideology will give us all that we want in the next budget.

Having stated so much, let me plainly and flatly tell them that I am not at all satisfied with the budget that has been presented to us. If I have congratulated them I did so for their past acts and for the fact that there has already been a departure from the old state of things. My honourable friend Mr. Gopalaswami Ayyangar's admission about the Betterment Fund is a major change in the approach to things. Having stated all this, let me state my objections.

A separate budget has been called upon to be presented in the hope, I take it, that the Ministry will have the benefit of our comments and criticisms of the administration and the handling of the railway finances. If that were so I do not think our criticism will be of any use. Let me state the facts. The introduction of the budget was done on the 16th evening. After 30 or 40 hours we are called upon to discuss the budget and then after two days we have to go on with the voting of demands. How on earth can we go through the volume of papers supplied to us. It will take some time for us to understand the facts contained in the huge volume of papers.

It therefore takes my breath away to see that my honourable friends either think that we have to run from the Himalayas to Peru, ploughing the sands or that our help is of little avail. Let me hope from next year some change will be effected in this regard so that the Budget will be presented in due time to enable the honourable members of this House to go through the papers and offer, need I say, their valuable, useful and brotherly suggestions to them as lie in their power.

I do not feel satisfied that the contribution that the general revenues have got from the administration of Railways is fair and just to the ordinary tax-payer. Our memories are not short. We have levied last year the heaviest, need I say, taxation or fare fixation by enhancing the railway fares and freights and all these without having corresponding benefits to the travelling public or amenities for the railway passengers. We naturally expected a better and higger contribution than the one that has been presented. Though in name net profit is Rs. 15 crores in reality it is not so: It is only Rs. 7 and odd crores because the rest of it goes to the Betterment Fund and some other contributions which are, really speaking, the proper and legitimate purposes for which the Railway administration ought to contribute.

Having stated so far, I come to a statement which emanated from my friend Mr. Karimuddeen that it is a utility concern. The railway is not merely a utility concern. It is both a utility and a commercial concern. Under the circumstances I have a right to expect that not only utility activities will have to be undertaken by our Railways but also the commercial aspects of it should not be lost sight of. I, as a taxpayer and as a representative of the general taxpayer, do expect a good and substantial contribution from the working of the Railways. Under the old dispensation in undivided India we had invested over Rs. 800 crores on railways. I do not know what the figure is today in a divided India. You have allowed 6 per cent dividend in ordinary investments. Let it not be so much, but let there be a substantial contribution. Especially this year I expected as was stated a larger contribution than what has been shown. I therefore appeal to the Ministry and to my honourable friends to see that greater economy is effected in the general administration of the railways, that more amenities are afforded to the travelling public and that a substantial contribution is made to the general revenues.

Having stated so far about the finances of Railways I come to the useful purpose that a utility concern has to serve in this country. Agriculture is the biggest industry in India. What help is the Railway affording to this industry? As an agriculturist and as a representative of agriculturists all along my life I have found under the old set-up that our railways were more a hindrance to agriculture than help. Now conditions must change. It is a well known fact that railways are affording help to agriculturists in England, Australia and in other countries. Conditions must change here and I indicate the way. I think the time has come when you must give topmost priority to the needs of agriculture. What are the utmost needs of agriculture? Topmost priority has to be given for transporting seed, manure, etc. I have valid reasons to complain in this regard. Every agriculturist feels and I feel also that utmost attention should be given by the Railway administration to this important item. While I make this statement here I do expect that the tools of the machinery that my honourable friends have to manage will look to it that agriculture, our mainstay and the main industry of the country, has to be nourished and helped. In this connection I suggest to my honourable friends that they should think of giving travelling facilities and concessions to agriculturists who wish to go and see agricultural institutions and agricultural development projects in different parts of India as also of their Province. I press this view very strongly for consideration.

Then I come to another question which is equally important. That question is the need for opening railway workshops for training technicians in this country. If you keep your railway workshops as closed doors keeping them only for your workers, the generality of the masses of the country do not get the benefit out of them. As such you will not have the necessary number of technicians for your country at a time of need. In this view of the question, the Railway Ministry should consider the regionalisation of the workshops on railways. I have pleaded for this with the previous Minister for Railways—I mean Dr. Matthai—and I pleaded with the Ministry. In this connection let me state that I as a representative from Orissa am nowhere in the picture. We have been kept in the background during the British administration and we refuse to be kept out of the picture in the present set-up of the administration. I really congratulate my honourable friend the representative from Assam for placing his weighty grievances. We refuse to give any quarter to the Ministry and the honourable Ministers if they go on pursuing the old track. We are nowhere in the picture. The railway workshops are not within the reach of the people of Orissa. Recruitment to railway services is not done within our Province. We get

[Shri Biswanath Das.]

absolutely no benefit from the railway services—I mean in the sense—in proportion to the contribution that we make to the Railways. (*An Honourable Member*: 'Do you want a workshop?') I want workshops on a regional basis—it may not be on a provincial basis, but it should be on a regional basis.

Mr. Speaker: The honourable Member can have one minute more.

Shri Biswanath Das: Then I would say that with regard to recruitment to the railway services, Orissa should also be a centre of recruitment. You have got a Public Service Commission for Railways. Why on earth should not Orissa have a Member in that Public Service Commission?

Shri L. Krishnaswami Bharathi: Oh! So that is regionalisation!

Shri Biswanath Das: Yes. I know more of it than you do. Sir, Orissa should be a centre for recruitment to the railway services. As I have already said, railway workshops should be opened, in the re-organisation that you have been taking up, on a regional basis in Orissa, so that, people of different regions and different Provinces may have the benefits and advantages of getting the training as technicians or technologists in the railway workshops. Until and unless this is done the purpose for which this national industry has been started will be frustrated.

I come next to the question of catering. Why on earth should you give all the contracts on all the railways to one person and that continually for years?

Mr. Speaker: I am afraid the honourable Member's time is up. He has already taken his fifteen minutes. He can just mention the point if he likes, and then not dilate upon it.

Shri Biswanath Das: Then I come to the question of amenities for passengers in stations in Orissa. You go and visit the stations in Orissa—I had invited Dr. Matthai to visit Orissa and have a look at the stations there. You look at them and compare and contrast them with others in other provinces, you will see what we are getting. Not to speak of moffusil stations, even in important stations like the Khurda Road you do not have the necessary lights, the necessary latrine arrangements and the ordinary and minimum amenities for passengers. We cannot tolerate these conditions long.

Sir, I had to state other questions also, but since you have cautioned that I have no time, I will only touch on item, namely, arrangements for refreshments in railway stations. It should not be a question of making profits out of issuing licences to contractors. Either the Railways should themselves take up catering in the refreshment stalls or they should, with the help of the Provincial Governments concerned, lease out stalls to local persons so that the Provincial health staff and the Railway health staff could take care to see that good things, at a proper and reasonable prices, are being sold to railway passengers. You have increased the freight, you have increased the fares; are you going to make more profits out of the contracts, given only to monopolists, to benefit the pockets of individuals? Under these circumstances, I strongly press this point of view on the attention of my honourable friend.

As I had begun, I congratulate my honourable friends in whom I have got abundant confidence. Let me hope that they will try to impress their mark on the Railway administration and thus relieve our stress and strain.

[*At this stage Mr. Speaker vacated the Chair, which was then occupied by Mr. Deputy Speaker (Shri M. Ananthasayanam Ayyangar)*].

گیانی گورمکھ سنگھ مسافر : سبھاپتی جی! اسمیں شک نہیں کہ پچھلے یا پچھلھرے سالوں سے ریلوے کی حالت اب اچھی ہے مگر disturbances اور war سے پہلے جو ریلوے کی حالت تھی اس level پر ابھی تک ریلوے کا انتظام نہیں ہو سکا ہے - بہت دوستوں نے ریلوے کے انتظام کی کمیوں کے متعلق بہت کچھ کہا ہے - کہیاں بیشک انتظام میں ابھی تک باقی ہیں مگر میں ان باتوں کو یا ان کمیوں کو جلکو میرے دوست پہلے لا چکے ہیں دوہرانا نہیں چاہتا ہوں صرف تین چار باتوں کی طرف ریلوے منتری صاحب کی توجہ دلانا چاہتا ہوں - میں صرف نام ہی کا مسافر نہیں ہوں بلکہ اسمبلی کا اجلاس نہ ہو تو مجھے مہینے میں ۲۵ یا ۲۶ روز تک سفر میں ضرور رہنا پڑتا ہے - اسلئے سفر کے حالات سے مجھے زیادہ واقفیت ہے- شاید مسافر نام کی وجہ سے بہت سے ریلوے یونین والوں کے ساتھہ میرا سمبندھ بنا ہوا ہے - اسلئے اکثر شکایت کے بدلل کے بدلل میرے پاس آتے رہتے ہیں- مگر انکا ذکر یہاں کرکے ہاؤس کا وقت میں نہیں خراب کرونگا - اگر ضرورت ہوئی تو میں کسی وقت ریلوے منسٹر صاحب سے انکا ذکر کر سکتا ہوں inefficiency کی صرف ایک ہی بات بتلا دینا چاہتا ہوں اور جسکا تعلق یہاں اسمبلی کے ایک پرانے ممبر سے ہے- بابو رام نرائن سنگھ جی ایک دفع میل گاڑی میں سفر کر رہے تھے- دہلی کے سٹیشن پر جب چیک کیا گیا تو پتہ لگا کہ اِنکا اپنا ٹکٹ میل گاڑی کا تھا مگر اُنکے نوکر کا ٹکٹ میل گاڑی کا نہیں تھا- اسوجہ سے اُنہیں خواہ مخواہ تین روپیہ penalty بھرنی پڑی - بات معمہب ہے - مالک کا ٹکٹ میل گاڑی کا اور نوکر کا دوسری گاڑی کا- ٹکٹ کلیکٹر سے اسبات پر جھگڑا ہوا اور وہ بیچارہ بھی discharge ہو گیا یہ ایک مثال ہے جس سے اندازہ لگایا جا سکتا ہے کہ ریلوے اسٹیشنوں پر صحیح ٹکٹ سپلائی کرنے میں کتنی inefficiency ہے - اِسی طرح ٹائم کے بارے میں ہے جب ہم کوئی میعاد پانچ بجے سفر کریں تو دوسرا پوچھتا ہے کہ بھائی یہ دیسی ٹائم ہے یا انگریزی ٹائم ہے - ابھی تک ہمارے ریل گاڑیوں کا انتظام بھی اسی طریقہ پر چلا آ رہا ہے یعنی ریل گاڑیوں کی آمدورفت میں punctuality نہیں ہے جس سے لوگ معطل کرتے ہیں -

بجٹ کے متعلق جہاں تک اعداد و شمار کا تعلق ہے ہمارے ریلوے منتری نے بڑی خوبی کے ساتھ اسکو ہاؤس کے سامنے رکھا ہے اور اپنی تقریر کو بھی انہوں نے بڑی خوبی کے ساتھ ترتیب دی ہے - اسلئے میں سمجھتا ہوں کہ انہوں نے اپنی مسئلہ قابلیت کا ثبوت دیا ہے - بجٹ کا اندازہ پچھلے سال ۹ کروڑ ۸۳ لاکھ ۲۲ ہزار تھا مگر اصل بجٹ ۱۵ کروڑ ۸۲ لاکھ ۱۵ ہزار ہوئی ہے اور اسمرتبہ بجٹ کا اندازہ ۹ کروڑ ۴۳ لاکھ ۹۰ ہزار لگایا گیا ہے- پچھلے سال اندازے سے ۶ کروڑ روپیہ کی زیادہ بچت ہوئی ہے ۔ ریلوے منتری صاحب نے بجٹ کے لحاظ سے پہلے سکھل کو قائم رکھا ہے - اسلئے وہ

[گیانی گورمکھ سنگھ مسافر]

زیادہ مہارکباد کے مستحق ہیں - مگر سوال یہ ہوتا ہے کہ اس بچت کو خرچ کس طرح سے کیا جائے - جسوقت پچھلے سال کا بجٹ بنا تھا اور بچت کا اندازہ لگایا گیا تھا اُسوقت ٹوٹ پھوٹ کے فنڈ کیلئے کوئی رقم اندازے میں نہیں رکھی گئی تھی مگر اب جو بچت ہوئی ہے اسکا زیادہ حصہ ٹوٹ پھوٹ کے فنڈ میں رکھ دیا گیا ہے جو میرے خیال میں ٹھیک نہیں ہے - اس رقم کو ٹوٹ پھوٹ فنڈ میں lock up کر دینے کے بجائے بیٹرمنٹ فنڈ میں رکھا جاتا تو زیادہ مفید تھا -

دوسری بات جو اس سے ظاہر ہوتی ہے جس پر آنریبل منسٹر صاحب نے اپنی تقریر کے آغاز میں ہی فخر کیا ہے کہ بچت کے پہلے سکیل کو قائم رکھتے ہوئے کرایہ بڑھانے کی ضرورت نہیں - میں سمجھتا ہوں اسمیں فخر کی کوئی بات نہیں ہے - اسلئے کہ پچھلے سال بہت زیادہ کرایہ بڑھا دیا گیا تھا پچھلے سال میں ہوئی بچت اسبات کا ثبوت دے رہی ہے - اسلئے اس سال اگر کرایہ کم کر دیا جاتا تب تو بیشک یہ فخر کی بات تھی لیکن کرایہ نہ بڑھنا کوئی فخر کی بات نہیں ہے -

تیسری بات جو اس بجٹ میں show کی گئی ہے وہ یہ ہے کہ پچھلے سال زیادہ ہوئی بچت کے حساب کے مطابق اس سال بھی آمدنی زیادہ ہوگی - آنریبل ریلوے منسٹری نے اپنی تقریر میں اسبات کا ذکر کیا ہے کہ وہ روپیہ مزدوروں کے لئے خرچ کیا جائیگا - یہ بہت ہی اچھی بات ہے - مزدوروں کی بھلائی ہر ایک کے مدنظر ہے - لیکن اس معاملے میں ایک تجویز ریلوے منسٹری صاحب کی سبھا میں رکھنا چاہتا ہوں کہ آجکل مزدوروں کو بہت سی جماعتیں exploit کر رہی ہیں - اور اُنہوں نے کہنا شروع کر دیا ہے کہ وہ مزدوروں کی بھلائی کی بات کرتے ہیں - اسلئے مزدوروں کی بھلائی کا کام کر دینا ہی کافی نہیں ہے بلکہ اُنکی تسلی ہونی چاہیئے کہ ریلوے organisation انکی ہمدردی کر رہی ہے - تا کہ دوسری جماعتیں اُنکو exploit نہ کر سکیں - اس مطلب کیلئے مزدوروں میں پرچار کی ضرورت ہے -

چوتھے نئی ریلوے کے بنانے کا سوال ہے - یہ ایک اہم بات ہے - جسکو میں سبھاپتی جی! آپکی وساطت سے ذرا وضاحت کیساتھ ہاؤس کے سامنے رکھنا چاہتا ہوں - ہندوستان جتنا رقبہ کے لحاظ سے وسیع ملک ہے وہاں آبادی کے لحاظ سے بھی کم نہیں ہے - پارٹیشن سے پہلے یہاں فی مربع میل ۲۴۱ آدمی بستے تھے مگر اب پارٹیشن کے بعد فی مربع میل ۲۹۹ آبادی ہو گئی ہے اور یہ اندازہ ۱۹۴۱ کی مردمشماری سے لگایا گیا ہے - نئی مردم شماری میں ہو سکتا ہے کہ فی مربع میل آبادی اور بڑھ جائے -

The Honourable Shri K. Santhanam: I am not able to follow the honourable member, especially in this latter part. I would like to follow him if he could speak in English.....

Mr. Deputy Speaker: Can the honourable member speak in English so that the Honourable Minister may follow better?

Giani Gurmukh Singh Musafir: I cannot express myself in English better, Sir.

The Honourable Shri K. Santhanam: Either simple Hindustani at least.

Mr. Deputy Speaker: One word. The Honourable Minister will certainly have a translation later.

The Honourable Shri Satyanarayan Sinha: Meanwhile I would try to help him.

Mr. Deputy Speaker: When he said that the trains were late, I was afraid they may be late in Hindustani.

گیانی گورمکھ سنگھ مسافر : برطانیہ میں سو (۱۰۰) مربع میل کے رقبہ کے لئے بیس (۲۰) میل ریلوے لائن ہے۔ فرانس میں سو اسکوائر (sq.) میل میں بارہ (۱۲) میل اور امریکہ میں آٹھ (۸) میل ہے - مگر اس کے مقابلے میں اسی ایوریج (average) سے ہندوستان میں صرف تین (۳) میل ہے - ہندوستان جیسے گنجان آباد ملک کے لئے یہ ریلوے لائن بہت ناکافی ہے - ویسے ریلوے لائنوں کی توٹل (total) لمبائی کے لحاظ سے ہندوستان دنیا بھر میں چوتھے درجے پر ہے مگر گنجان آبادی کا خیال رکھتے ہوئے اتنی لمبی ریلوے لائن بھی ہندوستان کے لئے کافی نہیں ہے -

پچھلے سال نیو کنسٹرکشن (new construction) پر ساڑھے تین کروڑ روپیہ کا اندازہ تھا مگر پانچ کروڑ سے کچھ کم خرچ ہوا - اس سال نئی ریلوے کے لئے چار کروڑ کا تخمینہ رکھا گیا ہے جو بہت کم ہے -

پارٹیشن (partition) کے نتیجے کے طور پر ہندوستان کی ریلوں پر دو اہم اثر ہوئے - سبھا پتی جی ! یہ ایک بہت ضروری بات ہے - جس کے متعلق میں نے پچھلے سال بھی ریلوے منتری صاحب کی توجہ دلائی تھی - مگر مجھے افسوس ہے کہ اس اہم بات کی طرف خیال نہیں کیا گیا - دو باتیں بڑی اہم ہیں - ایک کی طرف تو خیال کیا گیا ہے کہ آسام کو ہندوستان کے ساتھ ملا دینے پر توجہ کی گئی ہے - شاید یہ چودھری رودھاری کمار صاحب کو ہاسانے والی اچھی اچھی تقریروں کا نتیجہ ہے - مگر بدقسمت پنجاب کے لئے کچھ نہیں کیا گیا - میں ایک پنجابی کی حیثیت سے نہیں بلکہ ایک ہندوستانی کی حیثیت سے کہتا ہوں کہ پنجاب میں ضرور نئی ریلیں بنانی چاہیئے تھیں کیونکہ ان سے ہندوستان کے تحفظ کے لئے بڑا فائدہ ہے - پنجاب کی ریلیں پورب سے پچھم کو طرف چلتی ہیں - مگر پارٹیشن شمال سے جنوب کی طرف ہوا - جسکی وجہ سے ریلوے کا تمام انتظام درہم برہم ہو گیا ہے - ریلوے

[گیانی گورمکھ سنگھ مسافر]

کے سرے سرحد پر کٹے پڑے ہیں مگر وہ ایک دوسرے کے ساتھ کنیکٹڈ (connected) نہیں ہیں امرتسر سے فیروز پور کا کوئی سیدھا راستہ نہیں ہے - کشمیر کا معاملہ کتنا اہم ہے - مگر پٹھان کوٹ کے بغیر ریل ورق کا کوئی جنکشن نہیں ہے جو کشمیر کو ہندوستان سے ملائے - یعنی پٹھان کوٹ سے ہندوستان کو ملانے کا کوئی سیدھا راستہ نہیں ہے - اگر ریل کا ایک چھوٹا سا ٹکڑا بن جائے تو پٹھان کوٹ کے ذریعہ کشمیر کا سیدھا تعلق ہندوستان سے ہو سکتا ہے - اب امرتسر سے پھر کر آنے کے بغیر اور کوئی راستہ نہیں ہے اور ڈفنس (defence) کے لحاظ سے اس وقت پنجاب میں کوئی پیرلل (parallel) لائن نہیں ہے جو ہندوستان کی سرحد کے ساتھ ساتھ چلے - حالانکہ اس کے مقابلے میں پاکستان کے پاس کئی (parallel) لائنیں ہیں - پارٹیشن (partition) کی وجہ سے یہ سارا انتظام درہم برہم ہو گیا ہے - مگر اس کی طرف اس دفعہ بھی اس بجٹ میں بھی کوئی خیال نہیں کیا گیا - اور اس کی طرف میں خاص طور پر توجہ دلاتا ہوں - ریلوے منسٹر صاحب اس کے سمبندھ میں میری پچھلی سال کی تقریر ضرور پڑھیں - میں اُس ساری تقریر کو یہاں دہرا کر آپ کا اور ہاؤس کا وقت ضائع نہیں کرنا چاہتا - مگر میں چاہتا ہوں کہ اس ضروری بات کی طرف ضرور خیال کیا جائے - یہ ٹھیک ہے کہ ڈفنس (defence) کے معاملہ کو یہاں رکھا جائے کہوں کہ یہ ایک بڑی ضروری بات ہے - انڈسٹریز (industries) کے لحاظ سے بھی ایسٹ پنجاب میں تمام انتظام درہم برہم ہو گیا ہے - مگر اسکو چھوڑ بھی دیا جائے تو کم از کم ڈفنس کے نقطہ خیال سے اس تجویز پر توجہ دینی چاہیئے - اور اس نقطہ خیال سے ہی اس بجٹ کو ایسی شکل میں ریوائز (revise) کرنا چاہیئے - تاکہ پنجاب کے اندر ایسی ریلوے بن جائیں تو ڈفنس کے لحاظ سے بہت اچھا ہو - مجھے کچھ باتیں اور کہنی تھیں - مگر میں سمجھتا ہوں کہ اب ہاؤس کا زیادہ وقت نہ لوں - کیونکہ سبھا پتی جی دو تین بار گھنٹی بجا چکے ہیں -

(*English translation of the above speech*)

Giani Gurmukh Singh Musafir (East Punjab: Sikh): There is no doubt about the fact that the present condition of railways is beter than what has been for the last few years, but the efficiency of management has not yet reached the pre-war and pre-disturbance levels. Many of the friends have spoken a lot about the shortcomings and defects of railway administration. No doubt shortcomings and defects are still there, but I do not wish to recapitulate and repeat the defects and shortcomings mentioned by my friends. I wish to draw the attention of the Honourable Minister for Railways towards three or four points. I am Musafir not only in name but I have to be on travel for 25-26 days in a month when the Assembly is not in session. So I have more experience about the conditions of travelling. Perhaps because of my name Musafir I have connections with many Railway unions. So I often receive bundles after bundles of complaints but I will not waste the time of the House by making here a mention of these complaints. If necessity arises I can at any time make a mention of them

to the Honourable Minister for Railways. About inefficieney I like to mention only one instance, which concerns an Honourable Member of the House. Babu Ramnarayan Singh was, on one occasion, travelling by Mail Train. When a checking was made at Delhi Station it was found that his ticket was available for Mail Train but the ticket of his servant was not for Mail Train. So he had to pay a penalty of Rs. 8 for nothing. It is quite strange that the ticket of the master was for Mail Train and that of the servant for another train. He had a quarrel with the ticket collector on this point and the poor fellow was discharged from service. This is an instance by which the inefficiency of the booking clerks in supplying tickets at the railway stations can be well estimated. Same also is the question of time. Whenever we fix any meeting for 5 o'clock then some ask if the time was Indian Time or English. The arrangement of train timings is still going on in the same old fashion *i.e* no punctuality is observed in the arrival and departure of the trains, with the result that the people joke about it.

As regards the surplus, so far as figures and calculations are concerned, our Railway Minister has very nicely presented it before the House and delivered his speech also very nicely. Therefore, I think that he has given a proof of his acknowledged ability. Last year a surplus of Rs. 9,83,62,000 was estimated but the actual surplus amounted to Rs. 15,82,15,000, and this year it has been estimated as Rs. 9,43,90,000. Last year the actual surplus exceeded the estimated one by 7 crores. As regards the surplus the Honourable Railway Minister has maintained the previous scale. Therefore he deserves more congratulations. But the question is how this surplus is to be spent? When the last year's Budget was drawn up and the surplus estimated then in the estimates no amount was set apart for the depreciation fund. But this year a major portion of the estimated surplus has been allotted to the depreciation fund, which I think is not proper. It would have been more useful to have placed this surplus in the Betterment Fund instead of locking it up in the depreciation fund.

The second thing which is obvious from this, and about which the Honourable Minister very proudly made reference in the beginning of his speech, is that maintaining the previous scale of surplus there arises no necessity for increasing the fares. I think there is no cause of taking a pride in this. Because last year the fares had been too much increased. The last Year's surplus is a clear proof of this. Therefore had the fares been reduced this year then it would have really been something to be proud of. No increase in fares is not a thing to be proud of.

The third thing that has been shown in the Budget is that it has been presumed that taking into consideration the last year's surplus the income this year also will be more. The Honourable Minister for Railways has given out in his speech that this surplus money would be spent for the workers. This is a good thing. Everyone has in view the welfare of the workers. But I like to submit to the Honourable Minister a proposal in this respect namely that these days a number of organisations are exploiting the workers and they have begun to give out that they negotiate for the welfare of the workers. So it is not enough only to do something for the welfare of the workers but they should have the satisfaction that the railway organisation is sympathising with them so that the other organisations may not be able to exploit them. For this it is necessary to have more publicity among the workers.

The fourth question is about the construction of new railway lines. This is an important matter and through you Sir, I wish to place it before the

[Giani Gurmukh Singh Musafir.]

House with fullest clarification. As much India is big in area it is in no way less as regards population. The density of population before partition was 241 per sq. mile and now after partition the density has come to be 299 per sq. mile. This estimate has been based on the 1941 census, it is just possible that in the next census the density of population per sq. mile may increase all the more.

The Honourable Shri K. Santhanam: I am not able to follow the honourable member, especially in this latter part. I would like to follow him, if he could speak in English.....

Mr. Deputy Speaker: Can the honourable member speak in English, so that the Honourable Minister may follow better?

Giani Gurmukh Singh Musafir: I cannot express myself in English better, Sir.

The Honourable Shri K. Santhanam: Either simple Hindustani at least.

Mr. Deputy Speaker: One word. The Honourable Minister will certainly have a translation later.

The Honourable Shri Satyanarayan Sinha (Minister of State): Meanwhile I would try to help him.

Mr. Deputy Speaker: When he said that the trains were late, I was afraid they may be late in Hindustani.

Giani Gurmukh Singh Musafir: In Britain for every 100 sq. miles of area there are 20 miles of railways; in France for every 100 sq. miles the mileage is 12; in America it is 8 miles. In comparison to these figures India has on the same average, only 3 miles of railways. For a densely populated country like India this mileage of railways is very insufficient. As regards the total mileage of railways India stands fourth in the whole world. But considering the density of population so much mileage too is not sufficient for India.

Last year it was estimated that 3½ crores of rupees would be spent on new constructions but the expenditure totalled to slightly less than five crores. This year it is estimated that 4 crores would be spent on new constructions, this amount is very meagre.

As a result of partition the railways in India had to bear two important effects. Mr. Speaker, Sir, this is a very important matter and about which I had drawn the attention of the Honourable Minister last year also. But I am very sorry to note that no attention was paid to such an important matter. Two things are very important. One of the matters has been taken into consideration that is attention has been paid to link Assam with India. Perhaps this is the result of the humourous but excellent speeches of Rohini Kumar Chaudhuri. But nothing has been done for the unfortunate Punjab. I wish to submit not as a Punjabi but as an Indian that new railway lines ought to have been laid in Punjab because these are a great help in the defence of India. The railways in Punjab run from East to West but the partition was done from North to South, with the result that the entire administration of the railways has become topsy turvey. The railway lines have abruptly stopped at the frontiers and these endings are not inter connected. There is no direct connection between Amritsar and Ferozepur. How important the problem of Kashmir is? But excepting Pathankot there is no other rail-road junction which may connect Kashmir with India that is there is no direct connection between Pathankot and the rest of India. If a small branch line is constructed there *via* Pathankot Kashmir can have a direct connection with India.

Now there is no other route except coming round *via* Amritsar. As regards the defence of the country, at present, there is no railway line in Punjab running parallel to the Indian Frontier. Although contrary to this in Pakistan there are several lines running parallel to the frontier. On account of partition the whole arrangement has become disjointed. But this year also in the present Budget no attention has been paid towards this and so I wish to draw your attention particularly to this point. The honourable Minister must go through my last year's speech in this connection. I do not wish to waste the time of the House as well as yours by repeating that speech in full. But I wish that due attention must be paid towards this important matter. It is proper to raise the issue of Defence at this stage because it is of vital importance. As regards industries also the whole arrangement has become disjointed. This aspect may be left aside yet at least from the view point of Defence this proposal must be given due attention and keeping this point in view the Budget may be revised so that such railway lines are constructed in Punjab and if it is done so then it would be something very good for the defence of the country. I had to say much more but I think I must not take more time of the House as Mr. Speaker has already sounded the bell two or three times.

Dr. V. Subramaniam (Madras: General): Only a few months ago our Ministers took charge of the Railways. It is too early to pass any remarks but with all their experience and intelligence they are for going ahead with so many programmes. Several honourable Members have spoken about the difficulties of the third-class passengers and I do not wish to speak on that, but one thing I want to stress is about the new classifications which require some alteration. Previously Class I and II passengers had some comforts; the only thing then was that the third-class passengers wanted some more convenience, but now even that convenience is required for Class II passengers. I think our Minister had promised some thing. And as regard the third-class passengers something must be done. It is no use saying every year in the Budget speech that something must be done, something must be done. At least additional trains must be run in certain sections, say Delhi to Agra. If this is done the local passengers will go in those trains and there will be relief in through traffic. This is the only remedy which can be done at present. Even with the coaching arrangements we have at present we can arrange these things. In certain cases double line is necessary. These things must be done without delay. These things not only give additional goods movement but local passenger trains can be run very easily. These are the simple remedies which we can do within a year or two and before we get so many new coaches and engines and wagons.

My complaint is about the permanent way arrangements. To speed up trains, we are getting good engines, but as regards the permanent way we have no schemes. For the improvement of the permanent way we have no schemes. The relaying work must be done urgently. The safety of travel and the comfort thereof lies in the good condition of the permanent ways. As suggested in the report presented to the House yesterday there is need for removing the old rails in the tracks which are 30 and 40 years old and putting new rails. The defects in the permanent way are felt by all classes of passengers from the bad jolting frequently experienced by them and this is especially unbearable when people travel long distances such as from Delhi to Madras and beyond. Although I am a layman I may state the remedy is simple. The gangmen must be asked to do their work properly and the permanent-way inspectors must travel in the trains in their vans and trolleys and test the track. The distance which a gang has to maintain may if necessary be reduced from 8

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miles to 5 miles or 6 miles and the P.W.D. Inspectors also may be put in charge of shorter distances. The engineers may be given longer distances, as they travel in saloons. So for the safety of the passengers the permanent way must be improved and strengthened.

Now I want to say a word about the burrow-pits along the railway lines. In municipal areas there is no provision that earth must be taken from outside for the maintenance of the tracks. After the construction of the lines in municipal areas the authorities should insist that the burrow-pits must be filled. These pits get filled with water and in those small ponds malarial germs find their habitation. If the railway authorities are asked to fill the burrow-pits, they refuse to do so and these ponds form the breeding ground for mosquitoes. In future constructions of tracks, wherever there are lines passing through municipal areas, the Government must take steps to see that these burrow pits are not left gaping.

Regarding the complaint about over-crowding in trains, I suggest that conductor guards may be appointed who may instruct the branch lines not to issue tickets over and above the prescribed number. This will save a lot of inconvenience now experienced by through passengers. I am glad to find that for through passengers and for those who travel more than 300 miles at one stretch, certain carriages have been set apart. Unless through these guard conductors the intermediate passengers are prohibited from entering those carriages there will be no relief to long distance passengers. The station masters and the station superintendents also must be made to take pains to see that long distance passengers are not inconvenienced even in the separate carriages.

As regards goods traffic, during the last year's Budget debate also I suggested that, in order to give facilities for fruits to be transported in good condition, some refrigerator wagons must be arranged as is done in foreign countries. For want of such an arrangement many millions worth of etable fruits get spoiled in transit. These perishable food items must be preserved in good condition in transit. If these facilities are given to our fruit-growers fruits grown at one end of the country can be safely transported to the other end in good condition and we can save a lot of money now spent on foreign imports.

Another point I want to mention concerns third class season ticket holders. There are only two or three sations in all India where such season ticket system obtains. Madras, Bombay and Calcutta are these three stations. I request that this system might be extended to Trichinopoly and other stations. In regard to this I wrote a letter to the authorities on 28th August and, after 5 months I got a reply to the effect that Madras, etc. had been given special consideration for historical reasons. I do not know what those historical reasons are. In any case, while we are making history here, I do not know why those historical considerations should not be extended to other places also and the traders, school-boys and others who require this concession granted the same. Another reason why this should be done is that our aim is not to allow big cities to grow. Overcrowding in big cities can be reduced and avoided if we enable people to live some distance away from them. There is also very great dearth of accommodation in cities. For that purpose this season-ticket concession may be made available to people living 30 to 40 miles of big cities. I request that a uniform policy may be adopted throughout India in this respect. We may be, by so doing, perhaps making history also in this House and give all conveniences to the public.

Shri Kishorimohan Tripathi (C.P. and Berar States): The first point I want to make is about the use of the Depreciation fund for the expansion of the railways or the replacement of such of the rolling stock or locomotives that go out of order.

4 P.M. So far as expansion of the railway lines are concerned, it has been found that the expansion scheme is not drawn in the right way and there are more lines being laid out in certain areas of the country, where the need is not as great as in other areas, where expansion should take place. The result has been that whereas a section of our people in the country has the advantage of the railway system, there are others who, although they are indirectly paying in the form of goods freight, are not getting the social advantages of railways which come to people by contacts. Even today there are areas in the country where by expanding the railway lines, the country can progress and trade and commmerce could be increased to a large extent; the potential resources of the country could be tapped and the people of the country could be served more distributively than it is now done. I hope, in the future expansion schemes a proper distribution of the railway lines that are to be laid out, will be taken into account.

I will then come to the question of wagon supplies—wagon supplies for goods. There have been very serious complaints about a lot of corruption in the Department of Wagon Supply. The complaints have been that there is not a single wagon available to the tradesman or businessman, unless he pays something by way of bribery or something like that or illegal gratification. (*An honourable member*: 'To whom?') To the staff. For example, at every station the Station Master registers certain indents. For every station there is a fixed quota of wagons to arrive and the Station Master has to register a certain number of persons who would avail of these wagon supplies at the particular station. In doing so, he always gives preference to the richer class of people, the richer class of businessmen, the richer class of tradesmen to the detriment of the middle-class tradesmen and middle-class businessmen.

Then, these wagons have been seen moving empty after having been unloaded at certain stations and that is one of the causes of shortage of wagon supply, for example, a wagon moving from a certain station to a destination having unloaded, goes back to the District Centre and while, doing so although there is a need at the station where it has unloaded the goods, although there are goods to be moved to other directions the wagons move quite empty and no use of those wagons is made. Some way should be devised to see that our wagons do not move empty on the lines. There have been complaints of wagons moving quite in a haphazard way. I have come across an instance where petroleum was to move to a station towards the East from Chakradarpur and it was allowed to move towards the West to a station and lie there for a week or over, and this caused very great hardship to the people.

There have been instances, Sir, where it has been seen that trains have stopped at certain stations, the driver or the guard has either gone to take tea or to have a talk with a friend and although the time for the train to start has come, the driver or the guard has not returned and the train has been delayed. This is one of the reasons why trains have been delayed and the time schedule has not been maintained by them. This should be avoided. While we are all so sympathetic about the railwaymen's claim, we must not forget that, after all, what we are going to pay to the railwaymen is from the pockets of the poor villagers, and while on the one hand, we are going to raise the living standard and bring it to an adequate level in the case of railwaymen, we are doing almost nothing to raise the living standard of the poor villagers. We want to increase the salaries, the allowances, etc., of the railway employees at

[Shri Kishorimohan Tripathi]

the cost of the poor villagers. This will be quite unjust. The living standard of the entire country must rise in a planned manner and one section should not go on getting a fair deal, while the other section of the population remains where it is or rather grows on poorer and poorer. This haphazard way of dealing with the problem, or raising the living standards will lead us to greater disparity in earnings, which will disturb the equilibrium of society and cause greater dissatisfaction every now and then.

Much has been said, Sir, to bring in more amenities for the third-class passengers and I do not think I have much to add, but I have seen that if the railway employees at stations take proper care, much of the inconveniences that come to the lot of the third-class passengers could be redressed. In fact, it is due to the outlook of the Railway Administration and particularly the employees that these poor passengers in the third-class compartments suffer greatly. If there were people at the spot to advise the poor third-class passengers properly, these congestions and overcrowding could be relieved. I have come acros trains where particularly in the third-class compartments, while on the one hand, you will see that there is a compartment where third-class passengers are there like chattles or goods, there are other compartments which run quite empty. This so happens, because there is none to guide the poor villager at the spot or to give him instructions or to take care of him. There are social guides outside, but these social guides are there at big stations, such as Delhi, Cawnpore or Bombay, where they have not to deal with these poor third-class passengers coming from rural areas, who mostly suffer as a result of this overcrowding. So the scheme of social guides must be extended to such stations where their services may be greatly needed. My experience of social guides so far as I have come across is this: One day I went to Delhi Station and found that these social guides are in fact no help to the poorer section of the travellers, the third class travellers. They look after the comforts of the first and second class travellers and I actually came across an instance where a social guide was haughtily ordering a third class passenger to quit a queue that was forming. But I am not concerned with that aspect. The social guide scheme is a very new scheme and it could be improved. What I want to lay stress upon is that this scheme must be extended for the benefit of the third-class passengers and in such areas where these third class passengers suffer the most. If you are going to limit them at stations like Bombay, Delhi and Cawnpore, we are not going to serve the people. Let us change the whole outlook.

It has been said that the railways are a public utility concern. As I said in my last speech on the railway budget, if we want these railways to serve the people properly, we must see that they serve the third class passengers as best as they can rather than the first and second class passengers. Today, the outlook of the whole railway administration is to look to the comforts of the first and second class passengers who really form a very small proportion of the travelling public. If therefore the railways want to prove themselves to be a proper public utility concern, then, they must do their best to redress the grievances of the third class passengers and to so arrange the whole transport system as to be of the greatest service to the poor tax payer.

श्री गौरीकृष्ण विजयवर्गीय: श्रीमान, अध्यक्ष महोदय, मैं इस भवन का ज्यादा वक्त नहीं लूंगा, दो एक बात रेल्वे के बारे में कहूंगा। यह जो हमारे सामने रेल्वे बजट आया है उस मे रेल का किराया नहीं बढ़ाया गया है, यह सचमुच बड़ी बधाई की बात है, जब कि रेल्वे मजदूरों की काफी तनख्वाह बढ़ाई गई हैं। बहुत सारी पार्टियों की तरफ से और मजदूरों की तरफ से यह कहा जाता है की उनकी तनख्वाह

अब भी कम है। लेकिन आजकल की हालत को देखते हुए जो कुछ रेल्वे वालों को दिया जा सकता है वह दिया गया है फिर भी रेल्वे बजट में कोई कमी (deficit) नहीं हुई, यह बहुत खुशी की बात है। हालांकि, इस समय बहुत सी बातें दूसरे मेम्बरों ने रेल्वे के बारे में बतला दी हैं, जैसा कि (over crowding, corruption and inefficiency) लेकिन मैं सिर्फ दो एक बात रेल्वे के बारे में कहूंगा जो कि हमारे मध्य भारत की दृष्टि से बहुत जरूरी हैं।

अभी तक भारतीय असेम्बली में रियासतों के लोग नहीं थे। रियासतों की तरफ पुरानी गवर्नमेंट बहुत ज्यादा ध्यान नहीं देती थी। रेल्वे लाइन और रेल्वे सुविधा ज्यादा रियासतों को नहीं मिला करती थी। लेकिन अब रियासत के लोग खुद हिन्दुस्तान के शासन में शामिल हो गये हैं, रियासतों का एकसेशन भी हो गया है, तो अब यह जरूरी है कि रेल्वे विभाग का ध्यान रियासत की जनता की सुविधा की तरफ ज्यादा जाना चाहिये। खासकर मैं यह बतलाऊंगा कि मध्य भारत यूनियन जो बना है वह Commercial Industrial और व्यापारियों को वैगन की कमी बहुत ज्यादा महसूस हो रही है। इस तरह से वहां वैगनों का बौटल-नैक (bottle-neck) जो बना है वह एक दम दूर होना चाहिये। इसकी वजह से वहां इन्डस्ट्री और व्यापार में बहुत नुकसान हो रहा है और वह उन्नति इस वैगन की कमी की वजह से नहीं कर सकते।

दूसरी शिकायत यह है कि बी० बी० एण्ड सी० आई० और जी० आई० पी० की गाड़ियों का समय बहुत ही खराब है। इन दोनों में कोई Co-ordination नहीं है, जिसकी वजह से जनता को कष्ट उठाना पड़ता है। सिर्फ मध्य-भारत यूनियन बन जाने से जो लोग ग्वालियर, इन्दौर और मालवा जाते हैं उनको रेल गाड़ियों के ठीक समय पर न चलने की वजह से काफ़ी तकलीफ़ उठानी पड़ती है। अक्सर भोपाल के स्टेशन पर पड़े रहते हैं, या उज्जैन के स्टेशन पर पड़े रहते है। ठीक समय की वहां पर कोई व्यवस्था नहीं है, जिससे जनता को ठीक समय पर गाड़ी मिल सके। इस कष्ट को दूर करने के लिये एक स्पेशल बोगी मालवा, ग्वालियर चलनी चाहिये। बल्कि एक स्पेशल ट्रेन, स्पेशल मालवा ट्रेन, रतलाम, उज्जैन, भोपाल और ग्वालियर चलनी चाहिये जिससे जनता को आजकल जो कष्ट उठाना पड़ता है वह दूर हो जाय। उसमें सरकार का बहुत ज्यादा खर्चा नहीं लगेगा। स्पेशल मालवा ट्रेन चलाने से इस नये मध्य-भारत यूनियन को काफ़ी सुविधा मिल जायेगी। पहले इसकी जरूरत नहीं थी क्योंकि ग्वालियर का हिस्सा अलग था और इन्दौर का हिस्सा भी अलग था और उनके बीच आना जाना नहीं होता था। लेकिन इस दिनों दोनों तरफ से आने जाने की तादाद बढ़ गई है और इस चीज की जरूरत हो गई है कि एक स्पेशल मालवा

[श्री गोपीकृष्ण विजयवर्गीय]

ट्रेन, ग्वालियर, भोपाल, उज्जैन और रतलाम चला कर। इससे वहां के लोगों को सुविधा होगी और इसकी बहुत ज्यादा आवश्यकता है। अगर स्पेशल ट्रेन नहीं चलती है तो कम से कम कुछ स्पेशल वोगीज़ रेल में लगा दी जायें मालवा और ग्वालियर के बीच वाली गाड़ियों में। यह एक बिल्कुल छोटा काम है जो रेल्वे वाले वहां की जनता की सुविधा के लिये कर सकते हैं। इसी तरह से नई रेल्वे लाईन बनाने में रियासतों की तरफ भी ध्यान दिया जाना चाहिये। अभी तक रियासतों की तरफ ज्यादा ध्यान नहीं दिया गया था। जब रेल्वे सिस्टम देश में बढ़ाया जायेगा तो रियासत की जनता का भी ख्याल किया जाना चाहिये। देश में जो नई रेल की लाइनें बनाई जायेंगी उस प्रोग्राम में ग्वालियर, उज्जैन, इन्दौर और भुसावल तक नई रेल की लाइन बनाने का भी ख्याल रखा जाना चाहिये। रेल के नये प्रोग्राम में मध्य भारत को भी जरूर शामिल किया जाना चाहिये।

रेल में जो over crowding है, corruption है inefficiency है वह अब भी पाई जाती है तो इन बुराइयों को दूर किया जाना चाहिये और मुझे आशा है कि बजट के समय इन बातों का ध्यान रखा जायेगा। अन्तमें फिर यह कहूंगा कि अब तक जो पालिसी होती थी उसमें रियासतों की उपेक्षा की जाती थी। अब रियासतों की जनता की सुविधा के लिये हर प्रकार की कोशिश की जायेगी और रियासतों की उपेक्षा पहिले की तरह न की जायेगी। बस, इतना कह कर मैं समाप्त करता हूं।

(English translation of the above speech)

Shri Gopikrishna Vijayavargiya (Madhya Bharat): Mr. Speaker, Sir, I will not be taking much time of the House. I will make only one or two observations in regard to the Railways. This is indeed a matter of great felicitation that no increase in the rate of Railway fares has been made in the Budget presented to this House despite the fact that the wages of the Railway workers have been considerably increased. It is stated on behalf of a large number of parties and workers that they are still drawing low wages. But keeping in view the present-day conditions, whatever increase was possible, that has been made in the wages of the Railway workers, and it is a matter of great gratification that even then there has been no deficit in the Railway Budget. Although other honourable members have just now touched the various aspects of the working of the Railway *viz.*, over-crowding, corruption and inefficiency, yet I would like to say only one or two things in this respect which are very important from the point of view of Madhya Bharat.

Uptil now the States were not represented in the Indian Legislature. The old regime did not devote much of its attention towards the States. The States were not usually granted any facilities in the form of construction of Railway lines. But now when the States' people have on their own accord joined hands with the Indian Government, it becomes all the more necessary that the Ministry of Railways should devote more attention towards the provision of facilities for the benefit of these people. I would tell you that in the newly formed Union of Madhya Bharat, the shortage of wagons is being acute.

ly felt in the commercial industrial and trading spheres and early steps should, therefore, be taken to remove the bottleneck of wagons which has thus been caused there. For this very reason the trade and industry there are running at a great loss and no development can be made in that direction on account of the paucity of wagons.

The second complaint is in regard to the unsuitability of the running timings of trains on both the B.B. and C.I. and G.I.P. Railways. There is no co-ordination between these two Railways on account of which the people have got to suffer. The people who have to go to Gwalior, Indore and Malwa only after the formation of the Madhya Bharat Union have to face a good deal of hardship for want of suitable train connections. Usually they have to wait for hours together either at Bhopal or Ujjain Stations. No regularity in the correctness of timings is observed there so that people could get trains in time. To remove this difficulty a special bogey should be run between Gwalior and Malwa. Not only that, but a special train named 'Malwa Special' should be run between Ratlam, Ujjain, Bhopal and Gwalior so that the public may be relieved of the hardship which they have to undergo under the existing conditions. This will not cost much to the Government. The running of a Special Malwa Train will render adequate facilities to the newly formed Malwa Union. Formerly it was not considered necessary as Gwalior and Indore constituted separate parts and there was not much traffic between these two places. But now-a-days traffic has increased on both the sides and it has become a dire necessity that a Special Malwa Train should be introduced between Gwalior, Bhopal, Ujjain and Ratlam. This would prove very useful to the people living in these places; and it has become a paramount necessity. If no special train is run, some special bogies should at least be attached with the trains running between Malwa and Gwalior. This is quite a minor thing which the Railway Department can do for the convenience of the public there. Similarly some attention should also be paid towards the construction of Railway lines in the States' territories. Uptil now the States have been neglected in this respect. While developing the Railway system in the country some consideration should also be shown towards the people living in the States. In drawing out the programme of the Construction of New Railway Lines in the country, the introduction of a new Railway line between Gwalior-Ujjain-Indore and Bhusaval should also be kept in view. Madhya Bharat should also be included in the programme of the Construction of New Railway Lines.

The overcrowding, corruption and inefficiency prevalent on the Railways are existing even to-day, and steps should, therefore, be taken to root out these evils. I hope that some attention would be paid towards these aspects during the course of the discussion on the Budget. To conclude, I would again submit that in the policy followed hithertofore the States had all along been overlooked I hope that every endeavour shall now be made to provide adequate facilities to the States' people and no indifference is shown as before.

With these words, I resume my seat.

Begum Aizaz Rasul (U.P.: Muslim): I have much pleasure in associating myself with the congratulations that have been extended by the honourable members of this House to the Honourable Minister for Railways on his very lucid and balanced speech on the railway budget. He deserves more congratulations because he has been in charge of this portfolio for only four months and to have overcome all the difficulties of a new subject such as the railways, goes to his credit.

[Begum Aizaz Rasul]

As the time is very short, I shall confine myself to a very few remarks. I am glad that the consequences of the partition on the railways have, to a great extent been overcome and we hope that in the next year, the deficiencies that still remain will also be done away with. Financially also, the railway budget is sound and that is a very pleasing feature. It is also very gratifying to the public to hear that there is not going to be any increase in the railway fares this year. Of course, we have to remember that there was a substantial increase in the railway fares in the last year's budget.

The re-shuffling of the classes, thought it has mitigated to a great extent to difficulties that the passengers were experiencing, will certainly not help very much until more coaches and more engines are available. The overcrowding in the trains remains the same as before. As several honourable members have drawn the attention of the Honourable Minister to this fact, I need not dilate upon it. But, certainly, there is a great deal of need for more coaches, especially for the second and third class passengers.

I should like to deal with the question of compartments for women. I am not going to ask for any more accommodation or for any more separate accommodation for women than is at present provided, because I believe that when minorities are giving up their rights in other directions women should not claim any more separate accommodation. But what I wish to stress it the question of the safety and security of women passengers. Unfortunately, conditions have been prevailing in our country for the last year or so which have created more difficulties for women passengers as compared to men passengers. Even for this reason I do not want any more separate accommodation for women, because I believe there is more safety and security for women travelling in general compartments than there is in separate women's compartments. At the same time the fact remains that women travelling in women's third class compartments should have more facilities provided for them by the railway authorities: for instance, the providing of eatables and other such things for women passengers. Their men folk cannot go inside the compartment and that creates difficulties and confusion when food intended for a person's wife or sister is handed over to some other woman, and it gives rise to many squabbles and quarrels in the compartment. I hope that Government will give its attention to this very great need of the public and permit hawkers to go into the women's compartment or allow those men folk to go into the women's compartment who have their women there.

Certainly, Sir, I demand more waiting-room accommodation at stations for women. From personal experience, I find that there is very inadequate waiting room accommodation provided for women in the upper and lower classes at stations and that should be seen into as soon as possible.

There is one important fact which I wish to bring to the notice of the Honourable Minister. I know that he will deal with it sympathetically. He has not mentioned in his speech anything regarding the resumption of the Frontier Mail between Delhi and Lahore. I may draw the attention of the Honourable Minister to the views expressed in the columns of the *Statesman*. I entirely agree with those views and I would like the Honourable Minister to consider that this is a very important matter to which he should give his very serious attention. I do not think that this question should be shelved on account of the reason that commercially it may not be sound. It is not possible to say whether it will be so or not neither do I think is the Honourable the Railway Minister in a position to say that commercially this resumption of the linking up of the train line from Amritsar to Lahore will be

sound or not until it has been worked and the results seen. I really think that commercially even this proposition will be quite sound because the demand by the public for such a resumption of the railway link between the two Dominions is very great and I think that this matter should certainly receive the serious attention of the Government. Even if it is conceded that for some time to come this may not be commercially very sound and Government may have to undergo some financial loss on this account, still I think that the psychological consequences of this will be so great that a little financial loss on the part of the Government should not stand in the way of this resumption. It will go a long way towards improving Inter-Dominion relations, and I know that I can count upon the sympathetic consideration and support of the Honourable the Railway Minister who has done so much to create better relationships between the two Dominions. His work in connection with the Inter-Dominion Conferences is well known to everyone, and every credit goes to him for his efforts to create better relationships between the two Dominions, and the tact with which he deals with these questions. I feel that he will be doing a great service if he takes up this matter of the linking up of the railway line between Amritsar and Lahore, a distance of 35 miles. It will be a great boon to the public who want to travel between Lahore and Amritsar but who do not find it possible to do so now.

I should like to bring to the notice of the Honourable Minister one more fact, and that is about the railway grain shops. Every one is aware that the railway authorities give foodgrains to their employees. This in itself is a very laudable and praiseworthy arrangement and should be pursued always. But, Sir, there is unfortunately a tendency on the part of railway workers, when they draw their rations, to go and sell them in the black-market. This is very sad but we cannot close our eyes to the fact that this is giving rise to more inflation. In the first fortnight of the month, the worker goes and sells his rations in the black-market and then when he himself is in need of rations for his home, he goes and buys at a higher rate again in the open market or the black-market. This is giving rise to a great deal of not only inflation, but also of corruption, and therefore I hope that the railway authorities will try and do something in this direction.

So much has been said about the necessity of better transport as regards the movement of foodgrains that I need not dilate upon it. But I do wish the Honourable Minister will keep this fact in mind and try to do whatever he can to remove this bottleneck.

Regarding cleanliness in trains, I should like to bring to the notice of the Honourable Minister that the first-class compartments are very dirty. The third class and the second class are dirty too; but when people pay high fares and wish to travel in the first class it is generally not from the point of view of appearing superior but from the point of view of getting more comfort, but that is hardly the case. The fact that inspectors and the staff do not look to the cleanliness of these compartments, especially the bath-rooms, should be brought to the notice of the railway authorities. I think I am doing my duty in pointing out this need of the public.

Sreemattv Annie Mascarene (Travancore State): Considering the short period of democracy that we have had, and considering the surplus budget, that the Honourable Minister has presented before this House, I must say that he deserves to be congratulated. But considering the expectations of the people during these fourteen months, the expectation of the man in the street, looking forward to the administration of the popular leaders in the Department of Railways, I must say that the expectation has fallen far short of its realization. Democracy as far the Railway Department is concerned is only skindeep and I say this from the classification that has taken place

[Sreematty Annie Mascarene]

recently. The majority of the people who contribute to the income of the railways—the man in the street, the common man, who forms the major population of India and who is the lifeblood of the Railway Department, its income, revenues and its surplus,—has had no benefit from the recent classification nor from the fourteen months of democratic administration of that department. The man who travels in it, the labourer who works in it, both are none the better nor wiser. So the Honourable Minister is fearful about the results of the agreement between the labourer and his contractor. Still I must say that as long as he is not given living wages and as long as the passenger or the labourer has not got the comforts and the facilities, the ordinary standards of facilities and comforts, then this Department's democracy is only skin-deep.

The Honourable Minister has further said in his speech that he and his Minister of State have turned the corner and are now planted firmly on the *terra firma* of the railway line towards progress, towards rationalisation and expansion. But the common man faces him and tells him "Sir, we are just in the beginning of that long long trail, a winding into the land of facilities and conveniences." That is the position after fourteen months of democratic railway administration. If the Railway Department cannot afford facilities and conveniences or rather if it cannot be a public utility concern, every attempt should be made hereafter to make it so.

I am a traveller of long distances; I am not a representative of the first class or the second class passenger. I am a representative of the third class passengers and as such I have seen the miserable condition of the female compartment.

[*At this stage Mr. Deputy Speaker vacated the Chair, which was then occupied by Shrimati G. Durgabai (one of the panel of Chairmen)*].

Madam, mankind has great consideration for women and children all over the world except in the Indian railways and the conveniences which women with babes at their breasts have or rather the miseries they suffer from overcrowding etc., are not in conformity with or consistent with the chivalry of the Honourable Minister. I must say that it is not only not chivalry, nor want of sympathy but gross negligence. I am sorry I have to say this because I am myself a sufferer and during my last sojourn in the train from Trivandrum to Delhi I have noticed the sufferings of the women in the female compartments. The so called inter class compartment, which affords only one compartment in the whole carriage for the female population of India, had not got a separate arrangement for lavatory purposes where men and women shared the same closet. (*Interruption*) It is my experience. At least during this administration we the women of India expect, expect from Honourable Ministers like you, better treatment from our own country men.

The third class women's compartment all over India is the same. In the whole train consisting of miles of carriages there should be at least three or four compartments for women. Children who travel with women want as much protection as you yourself give to your own children and that much should be given to those that are helpless and have to travel in the third class compartment.

Considering the amount set apart for betterment, considering the income that is seen from the statistics, considering the revenue that is shown in the statistics, I must say, Madam, it is a miserable amount that is set apart for

betterment—1,68 crores. Perhaps the Honourable Minister calculated on the betterment of the inter, second and first class compartments but the poor man, the common man has no share in it. I hope now that the people's government is administering the department, the Central Government will take adequate and deserving care to provide the women and children with better comforts not only in the second and first class compartments but also in the third class compartment.

Bharata is covered with a net work of railways, a net work which is as fine as the texture of silk when looked at in a map. When you travel towards the South you will find that the net work is widening and getting coarser and coarser till it evaporates in Travancore. The southern management of the railway shows a step-motherly policy from the northern Central Government. Travancore between the Sentinel Ghats and guarding seas remote from rattle and roar has got only 98 miles of railways. Travancore with adult franchise and with adult education, with 70 per cent. literacy and free and primary compulsory education, has got only 98 miles of railways. Travancore which is the most important maritime country in India. Travancore with its commercial products which yield dollar and streling credit to the Central Government, has got only 98 miles of railways. Travancore, the most advanced state in administration, where democracy is working in all its fullness, has got only 98 miles of railways. This Travancore has entered into an agreement with the Central Government in 1926 when it was agreed that the Central Government will help the construction of more railways in Travancore. Today a memorandum has already been submitted to the Central Government (because railways and communications form part of the acceding subjects) that a railway from Quillon to Ernakulam should be constructed or had to be constructed or helped to be constructed, so that the dream of Travancore, the provincial dream of Travancore, Travancore which is dreaming of forming a province, a model or ideal province in India, can be easily realised.

The commercial products of the country that have to be carried to the Cochin harbour should be given all the facilities of easy carriage which will be a source of income to the Centre. I wish I had more time to speak on this Travancore project if the Chair will allow it.

Mr. Chairman: The honourable member will have one minute more.

Srijut Rohini Kumar Chaudhuri: Is there a separate time-limit for lady members?

Sreematty Annie Mascarene: As only a minute is allowed I feel I will bring this question of constructing more railways down in Travancore in a cut motion and express my opinion then.

Shri Satish Chandra (U.P.: General): With the allotment of an extra day for the general discussion of the Railway Budget I hoped that we sitting on the farthest benches behind will have an opportunity to speak and express our views to-day and that the big guns will roar on Monday. But Madam, from the list of honourable members who have spoken to-day you will find that most of us were not able to catch the eye of Honourable the Speaker or the Deputy Speaker, and as I am lucky enough to catch your eye now, I am grateful to you.

The Honourable the Railway Minister has said that railways are progressively settling down to new and altered conditions. All of us who have some opportunity of travelling do notice some change and we find that conditions are improving and taking a turn for the better. Still the situation as it is, is not such that Honourable the Railway Minister may adopt a complacent attitude in the matter. We have to be alert and see that even if no further amenities can be provided in the next year, travelling conditions will at least be restored to the normal as they were before the war.

[Shri Satish Chandra]

The Budget is a surplus one. According to most of the surplus budgets there is one traditional feature in it, which is a feature of almost all surplus budgets, namely, that the revenue side, has been under-estimated and the expenditure side has been over-estimated. To support this statement I will quote a few lines from the speech of the Honourable Minister himself. The Honourable Minister has cleverly put in his speech that " a slight drop in passenger earnings has been assumed as a result of the introduction of the new three class accommodation in trains, though the recent trends of the results of this change do not altogether justify this apprehension and there might possibly be some increase under this head". In another paragraph he says that "the new freight rates which were enforced in 1948-49 for half the year would operate during the whole of the year 1949-50 and bring in an appreciable addition to goods earnings". Again, while referring to other coaching traffic, he says that "the revision of parcel rates introduced on 1st October 1948 will also bring in some addition." We find from the Budget Estimates that more than Rs. 6 crores will be the increase in freight income alone, and if the other two heads are also likely to increase, how there has been only an increase of Rs. 5 crores in the total revenues when all the three items are added? How these figures have been calculated passes my comprehension.

The Honourable Shri N. Gopalaswami Ayyangar: I can assure the honourable member that there is no attempt to camouflage anything in those figures.

Shri Satish Chandra: I do not mean it and I never said anything in that light. These are the figures quoted by the Honourable Minister himself in the course of his speech. I only feel as I have said, that it is a traditional feature of surplus budgets to under-estimate the revenues and over-estimate the expenditure. It is not only the case with this budget but has become the usual practice so that there might be justification for exercising more discretion in utilising the money that may be saved afterwards.

The net surplus revenue is estimated to be Rs. 9·4 crores against 9·84 crores of the last year, though the revised net revenue surplus is Rs. 15·88 crores. We are told that out of this Rs. 7·34 crores will go to general revenues and almost an equal amount to the Depreciation Reserve Fund and only 0·84 crores to the Railway Betterment Fund. According to a formula suggested by the Committee of the House which decided about the allocations of this money in the last budget session, about Rs. 6·8 crores should go to the Betterment Fund. I can quite understand the revision of those allocation in the light of the huge amount earned but I would submit that the sum that has been placed in the Betterment Fund is too small, and shows that Government are not prepared to spend sufficient part of those extra earnings over the amenities of passengers for which the Betterment Fund was specially created. The Betterment Fund has been progressively going down during the last few years, and if I may say so, some portion of it has been misappropriated in the past. It has been put to uses for which it was not meant at all, and instead of putting more money into that Fund and bringing it to the old level a very small amout is now being placed in that Fund. Rs. 0·84 crores is being added to it. Rs. 1.5 crores will be taken out of it this year for the amenities of passengers. I submit that the proposed amount, considering the inadequate amenities that the third-class passengers at present enjoy and about which there has been too much critical expression today, is quite insufficient to provide the amenities and the standard asked for.

The Honourable Minister in his speech has stated that it will be for this House to consider whether the Railway finance should be kept separate or should be a part of the General finance as it used to be before. I believe that the present system has worked quite satisfactorily. Till the recommendations

contained in the report of the Railway Enquiry Committee are considered, though many people may doubt the wisdom of creating an autonomous statutory railway authority as the Committee has recommended, I feel that the present system offers a good *via media* between an autonomous body on one hand and the amalgamation of the Railway finance in the General Budget on the other. The autonomous corporation is not likely to come into being in the near future, nor is it possible to disturb all the arrangements at this stage. With the coming into power of a popular Government deriving its authrity from a sovereign Parliament, I think the reasons which prompted people to demand the creation of an autonomous authority have completely disappeared.

The Honourable the Railway Minister has said that there will be no enhancement of railway fares or freights in the coming year. I would respectfully submit that there has already been an increase in the railway fares by the recent arrangements. The first class passenger will now travel in air-conditioned coaches; the second-class passenger will go to the new first class, and in this manner the passenger fares have actually increased. They have not gone down or remained stationary. If, as the Houourable Minister has stated, the first-class passenger will pay less in the new Class I, and will get a benefit out of it, and similarly, the second class passenger by travelling in the new Class II will save his money; is it not a fact that only the poor third-class passenger will not be benefited in any way whatsoever? Though the rates for others might have been reduced, there has been no relief for the third-class passenger.

Before I conclude, I would like to quote a few sentences from an article which the Honourable the Minister of State for Railways, Mr. K. Santhanam, wrote sometime back in the *Hindustan Times*:

".....The third class passenger has not only to pay the cost of his travel, but he has to subsidise the cost of the passengers in the higher classes....."

He went on to say:

".....As it is a sacred principle of the Indian Railway Administrations that they should run on a commercial basis, it is the poor third class passenger that has to generously come to the relief of his richer countrymen."

I believe that these observations which the Honourable Minister made prior to the assumption of his present high office, he has not forgotten even today, when he travels in saloon cars and not in ordinary coaches.

Mr. Chairman: Shri T. Prakasam.

Honourable Members: There are only five minutes left for the House to adjourn.

Mr. Chairman: If the honourable member cannot finish his speech today he can continue it next Monday.

Shri T. Prakasam (Madras: General): I must be excused, Madam, because I am leaving tomorrow morning for Madras. I shall not be here on Monday.

Mr. Chairman: The honourable member can speak at any rate for five minutes, but if the House is prepared to sit for five minutes beyond five, he can continue.

Honourable Members: Yes.

Shri T. Prakasam: This is a Budget presented by the Honourable the Railway Minister, Shri Gopalaswami Ayyangar. He has been a very able administrator the whole of his life, in the service of the country. He has made the position sufficiently clear for us also to understand it, by stating facts and without mincing them so far as omissions are concerned.

[Shri T. Prakasam]

Having admitted that the third class passengers had not been served well, he failed to provide in his Budget for reduction of the rates which the third-class passengers are obliged to pay. Twelve crores of rupees are said to be outstanding which could be utilised for reducing the rate which the third-class passengers are paying. Within the few minutes allotted to me, I now raise the question that the rates which the third class passengers are paying now must be reduced in this Budget, before the Session is over, because there are enough funds available. Madam, that is the omission I referred to at the beginning. Third-class passengers, it is admitted, are the real paymasters of this greatest industry of ours, yet we collect money from them and we do not give them enough space even to sit in the trains that are running today. I have been seeing, whenever I turn my eyes towards the trains that are running or that are coming on the platform, not a single inch of space available anywhere. Even loads of goods would not be packed so closely. It is a pitiable case and the Railway Minister must note it and must take immediate steps to see that this congestion is relieved immediately. Dr. Subramanyam was mentioning some way out of it. If you wait for the opinion of experts and for the meetings of committees for getting something done in a scientific manner, as is being proposed here, it will take a very long time. And, if you wait until all the nine units are co-ordinated and are brought together on one map, many of us, even the younger generation, perhaps would not be able to see any change. The whole policy of the Railway administration must change.

There is no co-ordination. The Administration goes one way. The actual work goes another way, as is clear from the statement of the Honourable Minister himself. Therefore, it is absolutely necessary that the 5 P.M. Administration must be completely overhauled in such a manner that real relief would be given to those unfortunate fellows who pay for all of us in this country. The amount paid by these people is as much as the revenue that is derived by the Union Government even today. What is the good of their paying? What is the good of our complimenting the Budget speech? The money is there. It is in your power to serve this man immediately. Reduce the rate so far as the third-class passenger is concerned. That would be one item of business on the spot. Again, with regard to the relief of tension and overcrowding, a description of which has been given by more than one honourable member here, it is an unthinkable, unimaginable position. Nowhere in the world under any Government do people have to travel like that day after day and night after night. Sometimes, I can never believe that they were feeling that they are human beings at all. The way in which they come to clash when they try to rush into these overcrowded compartments and the way in which they stuff themselves, it is a most miserable business. Of course, my honourable friend would excuse me if I say that immediate attention is required apart from technicalities, apart from the work of engineers and apart from the work of the technicians and all those people. Immediate things can be done with a little effort and with a little attention and a little visit to those places. Much has been said by my honourable friend Mr. Santhanam. He is one who knows everything. He is just new in his office. So also is the Railway Minister. In spite of all his experience in all other Departments, he is naturally bound to take a little time to jump into the whole thing and clear the matter. He has indicated the lines on which he would like to proceed in order to clear the whole thing. He has shown that he has a heart which beats and feels for the unfortunate sufferers in this country.

With these remarks, I conclude, Madam.

The Assembly then adjourned till a Quarter to Eleven of the Clock on Monday, the 21st February, 1949.